

To: [Ex. 7]@vw.com]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: [Ex. 7]@vw.com]
From: CN=Linc Wehrly/OU=AA/O=USEPA/C=US
Sent: Fri 8/19/2011 5:00:09 PM
Subject: Re: Volkswagen/Audi Visit

Ex. 7

That would be fine. That date works for me. Please work to Jim to schedule a time.

Jim - please invite Chris and Rob as well.

Thanks,
Linc

From: [Ex. 7]@vw.com]
Sent: 08/19/2011 11:26 AM AST
To: Linc Wehrly; Jim Snyder
Cc: [Ex. 7]
Subject: Volkswagen/Audi Visit

Hello Linc and Jim:

I am writing to inquire about the availability of EPA staff to meet with representatives from VW and Audi on Thursday, September 29, 2011.

We have some folks visiting the US for a number of meetings, and would like to use the opportunity to discuss some topics with EPA. Our proposal is to meet with EPA staff in the morning of the 29th to discuss Tier 3 topics. These arrangements are being made separately.

I am interested in setting up a meeting in the afternoon on the 29th to discuss PHEV fuel economy and labeling, and other certification/emission testing topics. We would like about 2 hours in the afternoon.

Please let me know if this fits your schedules. I would appreciate it if you could suggest/invite other EPA staff as appropriate.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 8/22/2011 12:07:17 PM
Subject: RE: VW Group - Bentley Mulsanne Application
william.rodgers@vw.com

Hello Jim,

Our Accounting Dept. shows the electronic payment made today 08-22-11. I'm not sure why the delay but you should see it soon in your system.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

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From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, August 18, 2011 12:59 PM
To: Rodgers, William
Cc: Giles, Michael; Hart, Robert (VWoA); VandenBroek.Willem@epamail.epa.gov
Subject: Re: VW Group - Bentley Mulsanne Application

Hi Bill, I have to [Ex. 6] but I've been looking through the cert app. Looks okay so far except that the fee payment isn't in our database yet. I see by the form that it was submitted 8/10 so its probably not thru the system yet.

I'm off tomorrow but I'll leave a copy of the fee form with Bill in case they was a problem with the checking labeling .

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>
Date: 08/17/2011 10:56 AM
Subject: VW Group - Bentley Mulsanne Application

Hello Jim,
Just a heads up, I submitted a certification request and application for the Bentley test group CBEXV06.84LA. This is a carryover test group from 2011 with no changes. All of the Verify release 8 changes in Section 7 of the application have been satisfied with no place holders necessary.
We have been delayed getting this application submitted due to OBD discussions (see Sec.16 OBD approval letter) so scheduled SOP is rather soon. Any effort you can make to prioritize this Certificate would be appreciated.

Please let me know if you have any questions.

Regards,
Bill Rodgers
VWGoA

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Tue 8/23/2011 2:00:52 PM
Subject: VW Group - regenerative braking question

Hello Jim,

Please disregard my question about the regenerative braking - there was simply some confusion with our colleagues.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 8/24/2011 11:04:26 AM
Subject: FW: Confirmation of Certification Fees Payment

Hi Jim,
Just to let you know, we received the confirmation of payment related to the pending Bentley certificate.

Bill

-----Original Message-----

From: Thomas, Richard (EEO)
Sent: Tuesday, August 23, 2011 3:02 PM
To: Rodgers, William
Subject: FW: Confirmation of Certification Fees Payment

-----Original Message-----

From: fees@epa.gov [mailto:fees@epa.gov]
Sent: Tuesday, August 23, 2011 2:40 PM
To: Thomas, Richard (EEO)
Subject: Confirmation of Certification Fees Payment

To the representative for Bentley Motors Ltd.:

Your certification Fee Filing Form(s) submitted for the following engine family or test group(s) and the associated financial documentation for your payment of \$33974.00 were received on 08/23/2011.

- CBEXV06.84LA

This message indicates only that EPA has received record of your payment of the above certification fee. It does not constitute the granting of a Certificate of Conformity by EPA or convey any information about the status of your certification application for the subject engine family or test group(s).

Please do not respond to this email. If you have any questions regarding certification of the engine family or test group(s), please contact your EPA Certification Representative.

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Mon 8/29/2011 2:15:30 PM
Subject: Decision Information - Audi Q5 Hybrid
william.rodgers@vw.com

Hello Jim,

I submitted a decision information file to Verify for the 2012 Audi Q5 (gasoline/electric) Hybrid. Note that it is an AWD configuration tested on a 4-wheel drive dyno.

I have marked it as new technology because it's the first 4-cylinder hybrid for the VW Group and there are some hardware and software differences between the Audi hybrid and the existing VW hybrid designs. The biggest difference being that Audi uses a integral electric drive unit in the transmission, while VW uses a separate drive unit sandwiched between the engine and transmission. Please let me know if you have any further question about the vehicle.

Regards,

Bill Rodgers

Engineering and Environmental Office

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Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 8/29/2011 5:39:09 PM
Subject: FW: Decision Information - Audi Q5 Hybrid
william.rodgers@vw.com

Jim,

I received your call but can't seem to call out to return it.

I added the missing 3 Evap tests you mentioned. I submitted the tests but just plain forgot to include them in the DI.

I would also like to discuss upcoming 2012 model year Application Updates with you, so when you have a minute give me a call.

Thanks,

Bill

From: Rodgers, William
Sent: Monday, August 29, 2011 10:16 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: Giles, Michael; Hart, Robert (VWoA)
Subject: Decision Information - Audi Q5 Hybrid

Hello Jim,

I submitted a decision information file to Verify for the 2012 Audi Q5 (gasoline/electric) Hybrid. Note that it is an AWD configuration tested on a 4-wheel drive dyno.

I have marked it as new technology because it's the first 4-cylinder hybrid for the VW Group and there are some hardware and software differences between the Audi hybrid and the existing VW hybrid designs. The biggest difference being that Audi uses a integral electric drive unit in the transmission, while VW uses a separate drive unit sandwiched between the engine and transmission. Please let me know if you have any further question about the vehicle.

Regards,

Bill Rodgers

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Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 8/29/2011 6:10:51 PM
Subject: RE: FW: Decision Information - Audi Q5 Hybrid
william.rodgers@vw.com

Jim,

Good catch. It looks like the shed data didn't get added to the test input xml for some reason. We should have it fixed today.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, August 29, 2011 1:53 PM
To: Rodgers, William
Subject: Re: FW: Decision Information - Audi Q5 Hybrid

Bill, I see the additional FTP exhaust tests but I still don't see any evaporative test results

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:
"Rodgers, William" <William.Rodgers@vw.com>

To:
Jim Snyder/AA/USEPA/US@EPA

Date:
08/29/2011 01:39 PM

Subject:
FW: Decision Information - Audi Q5 Hybrid

Jim,

I received your call but can't seem to call out to return it.

I added the missing 3 Evap tests you mentioned. I submitted the tests but just plain forgot to include them in the DI.

I would also like to discuss upcoming 2012 model year Application Updates with you, so when you have a minute give me a call.

Thanks,

Bill

From: Rodgers, William

Sent: Monday, August 29, 2011 10:16 AM

To: 'Snyder.Jim@epamail.epa.gov'

Cc: Giles, Michael; Hart, Robert (VWoA)

Subject: Decision Information - Audi Q5 Hybrid

Hello Jim,

I submitted a decision information file to Verify for the 2012 Audi Q5 (gasoline/electric) Hybrid. Note that it is an AWD configuration tested on a 4-wheel drive dyno.

I have marked it as new technology because it's the first 4-cylinder hybrid for the VW Group and there are some hardware and software differences between the Audi hybrid and the existing VW hybrid designs. The biggest difference being that Audi uses a integral electric drive unit in the transmission, while VW uses a separate drive unit sandwiched between the engine and transmission. Please let me know if you have any further question about the vehicle.

Regards,

Bill Rodgers

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william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 8/31/2011 5:53:21 PM
Subject: VW Group VID-CHUB-Q5A Supplemental Information
william.rodgers@vw.com

As a heads up, I uploaded the Supplemental information for the Audi Q5 Hybrid, VID: CHUB-Q5A.

I'm not sure if you intend to measure particulate matter so I included the standards information just in case.

Regards,

Bill Rodgers

Engineering and Environmental Office

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william.rodgers@vw.com

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To: richard.thomas@vw.com[]
Cc: christoph.kohnen@vw.com;CN=Jim
Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA[]; N=Jim
Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA[]; N=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Thur 9/1/2011 12:57:07 PM
Subject: VW/Audi Group 2010 CAFE Report

Richard,

Please email me a copy of the VW 2010 passenger car and light truck CAFE model year report(s), and enter them into the EPA Verify data base when you get a chance. When entering the document(s) into Verify, please enter them in the Verify document module under the 2010 model year and with a Compliance Document Type of "CAFE Model Year Report."

Thanks

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Thur 9/1/2011 2:27:01 PM
Subject: VW Group - Decision Information for Golf R

Hello Jim,

Today we submitted a decision information request for the Golf R, which is a new carline being added to Audi test group CADXJ02.03UA and evap family CADXR0110238.

Note, this vehicle is AWD and will be sold with manual transmission only. There is no new technology being introduced with this carline.

Note, we have also submitted a running change letter and revised initial application for this carline addition. We will need a revised certificate (the current certificate number is CADXJ02.03UA-002-R01).

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 9/6/2011 2:06:38 PM
Subject: VW Group - Conditional Certificate Request
william.rodgers@vw.com

Hello Jim,

I submitted a Certification Request for the Audi Q5 2.0L Hybrid test group: CADXT02.0HUB. As a reminder this vehicle is scheduled for EPA testing on Nov. 2nd , therefore, we are requesting that a conditional certificate be issued.

Regards,

Bill Rodgers

Engineering and Environmental Office

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United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

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To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Tue 9/6/2011 2:58:05 PM
Subject: VW Group - New Certificate Request for CADXJ02.03UA / CADXR0110238

Hello Jim,

I hope you had a great Labor day weekend.

Just to let you know, this morning I submitted a new certificate request for Audi Test Group CADXJ02.03UA / Evap Family CADXR0110238 related to the addition of Golf R carline.

Also, on a related note if you could let us know the status of the decision for confirmatory testing for this vehicle it would be great.

Thanks,

Mike

From: Giles, Michael
Sent: Thursday, September 01, 2011 10:27 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: Rodgers, William; Hart, Robert (VWoA)
Subject: VW Group - Decision Information for Golf R

Hello Jim,

Today we submitted a decision information request for the Golf R, which is a new carline being added to Audi test group CADXJ02.03UA and evap family CADXR0110238.

Note, this vehicle is AWD and will be sold with manual transmission only. There is no new technology being introduced with this carline.

Note, we have also submitted a running change letter and revised initial application for this carline addition. We will need a revised certificate (the current certificate number is CADXI02.03UA-002-R01).

Regards,

Mike

Michael Giles

Certification Specialist

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Auburn Hills, MI 48326

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Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 9/7/2011 8:07:53 PM
Subject: VW Group - Bentley Running Change
william.rodgers@vw.com

Hello Jim,

I submitted (1) a Running Change "CBI_CBEXV06.0501_APP_C01_R00.PDF", (2) a revised Application and (3) a Certificate Request to add a Carline, Continental GTC, to the Bentley test group CBEXV06.0501. No new tests were performed for this carline because they were already carried over from 2011 and used as the worst case tests for the 2012 test group.

An additional correction was made to the Application Section 7 CSI to include the E85 tests previously confirmed by EPA and absent from the previous submission. The Verify release 8 changes were also included in this update.

Let me know if you have any questions.

Thanks,

Bill Rodgers

Engineering and Environmental Office

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United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

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To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com; [Ex. 7]
[Ex. 7]@vw.com; [Ex. 7]@vw.com
From: [Ex. 7]
Sent: Fri 9/9/2011 1:53:03 PM
Subject: VW Group - discussion feedback

Hello Jim,

Just a quick follow up on our discussion today regarding the number of test groups with similar concepts. I discussed this with our group and in general, the breakdowns are determined by the following factors:

- 1) Factory or development group (VWX or ADX), subject to the negotiations between these groups.
- 2) Emissions standard
- 3) "Grouping Statistic" criteria
- 4) Internal rational – for example whereas a PZEV Bin 3 might possibly be combined with a SULEV Bin 3, the factories could prefer distinct test groups for clarity.

Finally, Bill Rodgers mentioned that he is in the process preparing the MY 13 certification list you asked about.

Please let me know if you have any other questions.

Regards

Ex. 7

Ex. 7

Certification Specialist

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Phone +1-248-754-4229

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To: Jim Snyder/AA/USEPA/US@EPA[]
From: [REDACTED] Ex. 7
Sent: Tue 9/13/2011 2:49:35 PM
Subject: Accepted: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 9/14/2011 11:13:10 AM
Subject: RE: VW Group - Conditional Certificate Request
william.rodgers@vw.com

Thanks Jim,

What did we do before computers!

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, September 13, 2011 6:43 PM
To: Snyder.Jim@epamail.epa.gov
Cc: Rodgers, William
Subject: Re: VW Group - Conditional Certificate Request

Spoke to soon. I tried something different just now and it approved it without the error message.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Date: 09/13/2011 06:25 PM
Subject: Re: VW Group - Conditional Certificate Request

Bill, just to let you know, I've tried to approve this last week but got an error code back. I've been working with the help desk but not resolved yet. It may have something to do with the conditional. It says "N" in a box for the cert details and when I change it to "Y" for Conditional, it won't save it.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 09/06/2011 10:07 AM
Subject: VW Group - Conditional Certificate Request

Hello Jim,
I submitted a Certification Request for the Audi Q5 2.0L Hybrid test group: CADXT02.0HUB. As a reminder this vehicle is scheduled for EPA testing on Nov. 2nd, therefore, we are requesting that a conditional certificate be issued.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
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(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

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To: Jim Snyder/AA/USEPA/US@EPA;David Good/AA/USEPA/US@EPA[]; avid Good/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Fri 9/16/2011 3:55:49 PM
Subject: Interpretation of In-Use GHG Provisions
[GHG In Use Test Provisions.pdf](#)

Hello Jim and Dave:

This question may have come up before, but I am unable to find the answer and I have an urgent request for information.

In EPA's September 23, 2010 GHG presentation, there are a couple of slides that address in-use GHG requirements. I have attached these for reference.

My basic question is, on Slide 65 what exactly is meant by the parenthetical note "full useful life only" following the bullets for In-use CREE standard and In-Use N2O & CH4 standards?

Is this simply a reference that the CREE, N2O and CH4 standards are full useful life standards and vehicle results from IUVP testing are compared to the full useful life standards at the low-mileage and high-mileage test points?

A simple explanation of the in-use test requirements for CREE, N2O and CH4 would be appreciated (i.e., what testing is required at each of the low-mileage and high-mileage test points and the applicable standard).

Thanks, and best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

In-Use GHG Standards

86.1818(d); 86.1818(f); preamble 25421-24, 25476-77

- In-use CREE standard (full useful life only):
 - Based on actual vehicle (carline/subconfiguration) tested by the manufacturer/EPA and included in manufacturer's final model year report
 - Including data substitution, engine code equivalency, and analytically derived data
 - In-use CREE standard = combined (55% city/45% hwy) CREE value of the tested vehicle multiplied by 1.1
 - If the in-use vehicle (carline/subconfiguration) was not tested, the in-use standard defaults to model type combined CREE value multiplied by 1.1
 - For multi-fuel vehicles, must determine in-use CREE standards for each fuel
 - If manufacturer chooses to include N_2O & CH_4 in the **optional CREE (OCREE)** equation of 86.1818 (f)(2), in-use standards & compliance are based on the OCREE equation.
- In-use N_2O & CH_4 standards (full useful life only):
 - Depend on N_2O & CH_4 methodology selected for compliance in 86.1818(f):
 - If Cap standards were selected, in-use N_2O & CH_4 are the certification standards (no multiplier)
 - If N_2O & CH_4 emissions are included in the OCREE equation under 86.1818(f)(2), there are no in-use N_2O & CH_4 standards for that carline/subconfiguration.
- Apply to manufacturer's IUVP testing and EPA in-use testing

In-Use Testing

86.1818(f), 86.1845(b)(5)(i) & (c)(5)(i); preamble 25474-76,

- In-Use Verification Program (IUVP) Requirements
 - Manufacturer must measure and report CREE, N₂O, and CH₄ on 2012 and later IUVP vehicles
 - Measurement is required on **FTP and Highway** cycles, only.
 - For ethanol flexible fueled vehicles, perform gasoline tests only
 - Report the calculated E85 NMOG emissions per 86.1845-04(f)(2)
 - N₂O measurement is not required until 2015 model year, ref. 86.1829(b)(1)(iii)(G); and 600.113(g)(2)(iv)(C).
 - Must measure and report optional CREE (OCREE) emissions, if the test group was certified based on the OCREE equation of 86.1818 (f)(2).
 - No IUCP threshold criteria or IUCP testing requirements
- EPA In-use Surveillance Testing
 - EPA may measure CREE/OCREE, N₂O, CH₄ on 2012 and later in-use vehicles
 - FTP and Highway cycles only.
 - Any failures or unusual results would need to be addressed by the mfr.

To: [Ex. 7]@vw.com]
Cc: [Ex. 7]@vw.com]; [Ex. 7]@vw.com; CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA; CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]; N=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA; CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Fri 9/23/2011 5:55:26 PM
Subject: Re: 2010 Volkswagen Group PC and LDT CAFE Reports seem to be missing some pages
[CBI AVWX COMMON CAFE LDT R00.pdf](#)
[CBI AVWX COMMON CAFE LDV R00.pdf](#)
[2009 VW LDT CAFE Letter-from Verfiy-3-22-2010.pdf](#)

Ex. 7

These CAFE model year reports seem to be missing a few pages (when compared to the 2009 and earlier CAFE reports,).

For example, they don't include:

the data used in your calculations, ref 600.512-08(c)(1) to (c)(3);

fuel economy for each model type (and a list of model types) included in your calculation, ref 600.512-08(c)(1) to (c)(3);

Authenticity & accuracy of production data included in your calculation (signed by a vice-president or higher).

For example, I can't determine what model Bentlys, Lamborghinis, & Bugattis were included in your calculations.

When you get a chance, please revise your CAFE letters (adding the missing information), and email me copies of the revised letters and enter a pdf copies into Verify.

I'll include the 2009 VW Truck CAFE letter as an example.

Thanks

Ex. 6

Dave

From: [Ex. 7]@vw.com>
To: David Good/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com>
Date: 09/02/2011 07:27 AM
Subject: 2010 Volkswagen Group PC and LDT CAFE Reports

Hello Dave;

Please find two files with the 2010 Volkswagen Group of America, Inc. Passenger Car and Light-Duty Truck Final CAFE Reports.

If you have any questions, please contact me or **Ex. 7**

Best regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Engineering and Environmental Office (EEO)

Ex. 7

Ex. 7 @VW.com

VOLKSWAGEN

GROUP OF AMERICA

Mr. Linc Wehrly
Compliance and Innovative Strategies Division
Light-Duty Vehicle Group
U.S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, Michigan 48105

Dr. Christoph Kohnen Name
General Manager Title
EEO Department
248 754 4201 Phone
248 754 4207 Fax
Christoph.Kohnen@vw.com E-Mail

September 1, 2011 Date

Subject: Volkswagen Group 2010 Final LDT CAFE Report

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Enclosed is the manufacturer's calculation for the 2010 final fuel economy average. This calculation is provided for the Volkswagen Group Import Truck category and in accordance with the regulations contained in 40 CFR 600.510-93. The final CAFE value is based upon approved EPA fuel economy data and final production volumes for the 2010 model year. The report has successfully been processed using the CFEIS system and submitted through Verify. The Excel manufacturer CAFE calculator file was also included with this submittal. The Volkswagen Group will choose to comply with the unreformed LDT CAFE standard of **23.5** MPG for the 2010 model year in accordance with 49 CFR 533.5 (f), paragraph (a) Table IV.

The final Volkswagen Group Import Truck CAFE value is **25.2** MPG.

If you have any questions or require additional information, please contact me or Richard Thomas of my staff at (248) 754-4213 or email Richard.Thomas@VW.com.

Sincerely,
VOLKSWAGEN GROUP of AMERICA, Inc.



Dr. Christoph Kohnen, General Manager
Engineering and Environmental Office

Attachments

2010 FINAL CAFE-IMPORT TRUCK
VOLKSWAGEN GROUP
MANUFACTURER AVERAGE CALCULATION

Calculate fuel economy average of domestically and non-domestically produced automobiles where:

$$\text{Import Average IAFE} = \frac{\text{TIPA}}{n} = 25.2 \text{ MPG (unadjusted)}$$

$$\sum_{\text{MT}=1} \frac{\text{IMT}}{\text{FEMT}}$$

| | |
|------|--|
| IAFE | Average fuel economy of non-domestically produced trucks. |
| TIPA | Total number of trucks produced or imported for sale in the United States. |
| IMT | Number of trucks of a model type produced or imported. |
| FEMT | Fuel economy, MPG for a model type. |
| MT | Model type |
| n | Total number of model types imported (as applicable in a manufacturer's model year). |

$$\text{IAFE (unadjusted)} = \frac{46,034}{1824.3746} = 25.2328 \text{ MPG}$$

VOLKSWAGEN

GROUP OF AMERICA

Mr. Linc Wehrly
Compliance and Innovative Strategies Division
Light-Duty Vehicle Group
U.S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, Michigan 48105

Dr. Christoph Kohnen Name
General Manager Title
EEO Department
248 754 4201 Phone
248 754 4207 Fax
Christoph.Kohnen@vw.com E-Mail

September 1, 2011 Date

Subject: Volkswagen Group 2010 Final CAFE Report

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMILIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Dear Mr. Wehrly,

Enclosed is the manufacturer's calculation for the 2010 final fuel economy average. This calculation is provided for the Volkswagen Import Passenger Car category and in accordance to the regulations contained in 40 CFR 600.510-93. The final CAFE value is based upon approved EPA fuel economy data and final production volumes for the 2010 model year vehicles. The report has successfully been processed using the CFEIS system and submitted through Verify. The final Import Passenger Car CAFE value adjusted is 33.3 MPG.

The attachments to this letter contain the domestic content calculation as requested in the EPA certification mail-out CD-92-06. The Volkswagen Group of America, Inc. procedure for this calculation follows the procedure outlined in 40 CFR 600.511-80. Our procedure is described as follows:

- For vehicles produced outside of the NAFTA territory, the "declared value" of foreign components is basically, the ex factory value of each of the models which we have imported. The freight and insurance is added to this value and is labeled as "adjusted import value". The value of U.S. components has not been excluded because this value is included in the declared value upon importation of the vehicles. The "cost of production" as defined in the regulations equates to our wholesale price to the dealer.
- For vehicles produced within the NAFTA territory (Mexico), we followed the procedure established according to NAFTA Appendix 300-A.3, where Paragraph 1 states:

"For purposes of the Energy Policy and Conservation Act of 1975, 42 U.S.C. 6201...the United States shall consider an automobile to be domestically manufactured in any model year if at least 75 percent of the cost to the manufacturer of such automobile is attributable to value added in Canada, Mexico or the United

States...Paragraph 1 shall apply beginning with the next model year after January 1, 2004, where the enterprise subject to the fuel economy requirements for those automobiles under the CAFE Act, has not made an election under subparagraph a)."

For purposes of paragraph 1, and according to 40 CFR 600.511-80, the ratio obtained in the domestic production determination was obtained from dividing the sum of the declared value (as defined in §600.502) of all of the imported components installed or included on automobiles produced within such a car line within a given model year plus the cost of transportation and insuring such components to the United States Port of entry, by the cost of production (as defined in §600.52) of all automobiles within such a car line.

The calculated results for each model are listed in the right column entitled CAFE Ratio. These values are clearly greater than the 0.25 ratio and therefore all Volkswagen Group models are determined to be in the Import category.

If you have any questions or require additional information, please contact me or Mr. Richard Thomas at (248) 754-4213.

Sincerely,
VOLKSWAGEN GROUP of AMERICA, Inc.



Dr. Christoph Kohnen
General Manager
Engineering and Environmental Office

attachments

2010 FINAL CAFE-LDV
VOLKSWAGEN GROUP
MANUFACTURER AVERAGE CALCULATION

Calculate fuel economy average of domestically and non-domestically produced automobiles where:

$$\text{Import Average IAFE} = \frac{\text{TIPA}}{n} = 33.1 \text{ MPG (unadjusted)}$$

$$\sum_{\text{MT}=1} \frac{\text{IMT}}{\text{FEMT}}$$

| | |
|------|---|
| IAFE | Average fuel economy of non-domestically produced automobiles. |
| TIPA | Total number of passenger automobiles produced or imported for sale in the United States. |
| IMT | Number of passenger automobiles of a model type produced or imported. |
| FEMT | Fuel economy, MPG for a model type. |
| MT | Model type |
| n | Total number of model types imported (as applicable in a manufacturer's model year). |

$$\text{IAFE (unadjusted)} = \frac{274338}{8294.9195} = 33.0730 \text{ MPG}$$

$$\text{IAFE (adjusted)} = 33.3 \text{ MPG}$$

VOLKSWAGEN GROUP OF AMERICA, INC.
DOMESTIC CONTENT CALCULATION FOR 2010 FINAL CAFE

| <u>AUDI</u> | <u>MSRP</u> | <u>Import Value</u> | <u>Ocean Freight</u> | <u>Insurance</u> | <u>Adjusted Import Value</u> | <u>Wholesale Price</u> | <u>CAFE Ratio</u> |
|-------------|-------------|-------------------------|--------------------------|------------------|--------------------------------------|----------------------------|-----------------------|
|-------------|-------------|-------------------------|--------------------------|------------------|--------------------------------------|----------------------------|-----------------------|

Ex. 4 - CBI

Volkswagen Group of America, Inc.
Domestic Content Calculation for 2010MY

Ex. 4 - CBI



VOLKSWAGEN



Ex. 4 - CBI

VOLKSWAGEN

GROUP OF AMERICA

Mr. Linc Wehrly
Compliance and Innovative Strategies Division
Light-Duty Vehicle Group
U.S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, Michigan 48105

Dr. Christoph Kohnen Name
General Manager Title
EEO Department
248 754 4201 Phone
248 754 4207 Fax
Christoph.Kohnen@vw.com E-Mail

March 22, 2010 Date

Subject: Volkswagen Group 2009 Final LDT CAFE Report

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE: +1 248 754 5000

Enclosed is the manufacturer's calculation for the 2009 final fuel economy average. This calculation is provided for the Volkswagen Group Import Truck category and in accordance with the regulations contained in 40 CFR 600.510-93. The final CAFE value is based upon approved EPA fuel economy data and final production volumes for the 2009 model year. The report has successfully been processed using the CFEIS system and submitted through Verify. The Excel manufacturer CAFE calculator file was also included with this submittal. The Volkswagen Group will choose to comply with the unreformed LDT CAFE standard of **23.1** MPG for the 2009 model year in accordance with 49 CFR 533.5 (f), paragraph (a) Table IV.

The final Volkswagen Group Import Truck CAFE value is **24.5** MPG.

If you have any questions or require additional information, please contact me or Richard Thomas of my staff at (248) 754-4213 or email Richard.Thomas@VW.com.

Sincerely,
VOLKSWAGEN GROUP of AMERICA, Inc.



Dr. Christoph Kohnen, General Manager
Engineering and Environmental Office

Attachments

2009 FINAL CAFE-IMPORT TRUCK VOLKSWAGEN GROUP MANUFACTURER AVERAGE CALCULATION

Calculate fuel economy average of domestically and non-domestically produced automobiles where:

$$\text{Import Average IAFE} = \frac{\text{TIPA}}{n} = 24.5 \text{ MPG (unadjusted)}$$

$$\sum_{\text{MT}=1} \frac{\text{IMT}}{\text{FEMT}}$$

| | |
|------|--|
| IAFE | Average fuel economy of non-domestically produced trucks. |
| TIPA | Total number of trucks produced or imported for sale in the United States. |
| IMT | Number of trucks of a model type produced or imported. |
| FEMT | Fuel economy, MPG for a model type. |
| MT | Model type |
| n | Total number of model types imported (as applicable in a manufacturer's model year). |

$$\text{IAFE (unadjusted)} = \frac{37,891}{1549.2697} = 24.4573 \text{ MPG}$$

2009 VOLKSWAGEN GROUP FINAL MODEL YEAR CAFE REPORT

Import Light Duty Truck CAFE

| CARLINE | CID | TRANS | INERTIA | MODEL TYPE FUEL ECONOMY | | |
|-----------------|-----|-------|---------|-------------------------|---------|----------|
| | | | | CITY | HWY | COMBINED |
| Touareg | 195 | S6q | 5500 | 17.5993 | 26.9114 | 20.8 |
| Touareg | 181 | S6q | 5500 | 21.9000 | 34.4000 | 26.2 |
| Touareg | 254 | S6q | 5500 | 15.7000 | 25.1000 | 18.9 |
| | | | | | | |
| Tiguan | 121 | M6 | 4000 | 23.3000 | 36.2000 | 27.8 |
| Tiguan | 121 | S6 | 4000 | 22.9000 | 34.1000 | 26.9 |
| Tiguan 4-Motion | 121 | S6q | 4000 | 22.4494 | 33.3000 | 26.3 |
| | | | | | | |
| Audi Q7 | 195 | S6q | 5500 | 17.5993 | 26.9114 | 20.8 |
| Audi Q7 | 181 | S6q | 6000 | 19.8000 | 33.3000 | 24.2 |
| Audi Q7 | 254 | S6q | 6000 | 16.2000 | 24.6000 | 19.1 |
| | | | | | | |
| Audi Q5 | 195 | S7q | 4500 | 22.7000 | 30.7000 | 25.7 |

SALES

Ex. 4 - CBI

CAFE UNROUNDED = 24.4573

VOLKSWAGEN GROUP CAFE (MPG) = **24.5**

UNREFORMED CAFE STANDARD = 23.1

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Wed 9/28/2011 1:12:36 PM
Subject: Flex-Fuel Test Sequence

Hello Vince,

Just for clarity I need a little more information about the testing sequence.

I believe that Flex-Fuel Evap tests are done with E10 and the exhaust tests with E85.

Is the Ethanol test sequence below correct?

fuel change w/E10 – prep – soak / E10 FTP / E10 2-Day Evap / fuel change w/E85 – prep – soak / E85 FTP /
E85 Hwy / E85 US06

Alternate (fuel change w/E85 – prep – soak / E85 FTP / E85 Hwy / E85 US06 / fuel change w/E10 – prep –
soak / E10 FTP / E10 2-Day Evap)

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: Michael Olechiw/AA/USEPA/US@EPA; Jim Snyder/AA/USEPA/US@EPA[]; im Snyder/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Wed 9/28/2011 3:45:06 PM
Subject: EPA Meetings with VW Group - September 29, 2011

Hello Michael and Jim:

I am not sure if our meetings tomorrow morning and afternoon will be in the same room; however, is it possible to have a speaker telephone in the room(s)? There are a couple of people from the VW Group in Germany that would like to join in the meeting.

I will establish a conference call number and passcode, Ex. 7 so the only need is a speaker phone.

We will also bring a portable projector, so no need to worry about that.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: Ex. 7@vw.com

To: [Ex. 7]@audi.de]; ichael
Olechiw/AA/USEPA/US@EPA; Jim Snyder/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7]@volkswagen.de]; im Snyder/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7]@volkswagen.de]; [Ex. 7]
[Ex. 7]@volkswagen.de]; [Ex. 7]@volkswagen.de];
[Ex. 7]@AUDI.DE]; [Ex. 7]
[Ex. 7]@vw.com]
Cc: [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Wed 9/28/2011 3:56:15 PM
Subject: Invitation: EPA Meetings (Sep 29 09:00 AM EDT in Telephone Conference)

To all:

I have set up a call-in number for tomorrow's meetings with EPA, if you wish to join (I hit the send button too soon on the prior invitation).

This does not require any action on the part of EPA staff other than to provide a speaker telephone. I have included EPA staff for information.

There are two meetings, starting at 0900hr Detroit time and 1300hr Detroit time, with the call-in number open for the entire time (0900 – 1530hr Detroit time).

Details:

The following is a telephone call-in number for the EPA meetings tomorrow.

You have been invited to attend a conference call. Please accept or reject. Details are below.

Audio Conference Information:

Bridge Name: [Non-Responsive]
Participant Code: [Non-Responsive]
Bridge Dial-in Number: [Non-Responsive]

Best regards,

[Ex. 7]

To: Snyder.Jim@epamail.epa.gov[]

Cc:

Anderson.Tom@epamail.epa.gov;Ball.Joel@epamail.epa.gov;French.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
all.Joel@epamail.epa.gov;French.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
rench.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
ealy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
evers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
eineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
pears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 9/29/2011 4:38:30 PM
Subject: Reminder: Today's VW Audi MTG IN N66 not 126

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Snyder.Jim@epamail.epa.gov
To: Nevers.Chris@epamail.epa.gov, [Ex. 7] Wehrly.Linc@epamail.epa.gov, French.Roberts@epamail.epa.gov, Spears.Matt@epamail.epa.gov
Cc: Ball.Joel@epamail.epa.gov, Reineman.Martin@epamail.epa.gov, Healy.Stephen@epamail.epa.gov, Anderson.Tom@epamail.epa.gov
Date: 09/28/2011 01:17 PM
Subject: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification room change to N66

The VW meeting thursday afternoon has moved to N66. Matt Spears asked to trade rooms with us since they have an all day event in 126.

Jim Snyder
Light-Duty Vehicle Group

Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: christoph.kohnen@vw.com;richard.thomas@vw.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]; ichard.thomas@vw.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: john.finneran@nhtsa.dot.gov;CN=David Good/OU=AA/O=USEPA/C=US@EPA;CN=Jeff Alson/OU=AA/O=USEPA/C=US@EPA;alan.berkowitz@nhtsa.dot.gov;CN=Ben Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[]; N=David Good/OU=AA/O=USEPA/C=US@EPA;CN=Jeff Alson/OU=AA/O=USEPA/C=US@EPA;alan.berkowitz@nhtsa.dot.gov;CN=Ben Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[]; N=Jeff Alson/OU=AA/O=USEPA/C=US@EPA;alan.berkowitz@nhtsa.dot.gov;CN=Ben Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[]; Ian.berkowitz@nhtsa.dot.gov;CN=Ben Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[]; N=Ben Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[]; Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[]; N=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[]; N=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Tue 10/11/2011 9:09:23 PM
Subject: EPA CAFE letter & calculation attached - 2010 VW Group IP, LT
[2010 VWX LT 20111011 085538 CAFE.pdf](#)
[2010 VWX IP 20111011 085439 CAFE.pdf](#)

This e-mail message forwards a signed EPA letter and Corporate Average Fuel Economy (CAFE) calculation to your office.

This e-mail and the Adobe Acrobat (.pdf) attachment are an official Agency action. If there is a problem with the attachment or if you are not the intended recipient, please contact your certification team representative immediately. Adobe Acrobat Reader version 5.0 or later is required to open the attached PDF document(s).



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
ANN ARBOR, MICHIGAN 48105
OFFICE OF TRANSPORTATION AND AIR QUALITY

October 11, 2011

Dr. Christoph Kohnen
Manager
Engineering and Environmental Office
Volkswagen
3800 Hamlin Road
Auburn Hills, MI 48326

Dear Dr. Kohnen:

This letter serves to formally acknowledge the receipt of your 2010 final average fuel economy calculation for Light Trucks. The EPA-calculated and the manufacturer-submitted mpg values for this calculation are shown on the enclosed 'CAFE Report' page of EPA's calculation.

In accordance with 40 CFR 600.510-08(e), we calculated an adjusted final value of 25.2 mpg; this value will serve as our official determination.

A copy of the calculation is enclosed.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Eric Wehrly", written over a rectangular box.

Eric Wehrly, Group Manager
Light-Duty Vehicles Group
Compliance and Innovative Strategies Division

Enclosures

cc: J. Finneran, NHTSA



VERIFY ENGINE AND VEHICLE COMPLIANCE SYSTEM
CORPORATE AVERAGE FUEL ECONOMY (CAFE) REPORT
MANUFACTURERS FUEL ECONOMY CALCULATION FOR MODEL YEAR 2010

Report Date: October 11, 2011
Manufacturer Name: Volkswagen
Compliance Category: Light Trucks
Official Production: Ex 4 - CBI
Official CAFE Value: 25.2 mpg
Official CAFE Standard: 23.5 (Unreformed)

Submitted by Mfr: April 14, 2011, Transaction ID: _b6a4c38b-3e18-44da-9f8d-1cb410157125

| | <u>EPA Calculation</u> | <u>Mfr Calculation</u> | <u>Calc Warnings</u> |
|--|------------------------|------------------------|----------------------|
|--|------------------------|------------------------|----------------------|

| | | | |
|---------------------------------------|---------|---------|---|
| Baseline Calculation (No AMFA credit) | | | |
| Unadjusted Unrounded: | 25.2328 | 25.2328 | - |
| Unadjusted Rounded: | 25.2 | - | - |
| Adjusted (TPA) Unrounded: | 25.2328 | - | - |
| Adjusted (TPA) Rounded: | 25.2 | N/A | - |

| | | | |
|--------------------------------------|---------|---------|---|
| Final Calculation (Incl AMFA credit) | | | |
| Unadjusted Unrounded: | 25.2328 | 25.2328 | - |
| Unadjusted Rounded: | 25.2 | - | - |
| Adjusted (TPA) Unrounded: | 25.2328 | - | - |
| Adjusted (TPA) Rounded: | 25.2 | N/A | - |

| | | | |
|--------------------------|------|------------|---|
| Total Production Volume: | | | |
| CAFE Value: | 25.2 | Ex 4 - CBI | - |
| | | 25.2 | - |

Statistics

| | |
|-------------------------------|----------------|
| Model Types: | 9 |
| Base Levels: | 9 |
| Configurations: | 11 |
| Tested: | 11 |
| Not Tested: | 0 |
| Tested Production Volume: | Ex 4 - CBI |
| Percent of Total Production | |
| Represented by Test Vehicles: | 100.00% (100%) |

Verify Macro Status
Source: System

Verify: Production

Oracle in Instance client11.1

Processing - MY: 2010, Mr: VWX - Volkswagen, Category: LT - Light Trucks

LPE_CAFE_HEADER.ID: 34
LPE_CAFE_COMMENTS.ID: 0
LPE_CAFE.ID: 99 (N)
LPE_CAFE.ID: 137 (C) Final=y
LPE_CAFE.ID: 145 (C) Final=y
LPE_CAFE.ID: 146 (C) Final=y
Active=N 2011-03-24 09:43:52 899000
Active=N 2011-04-12 17:56:52 479000
Active=N 2011-04-14 10:56:26 329000
Active=N 2011-04-14 13:56:13 024000
_0596dc66-6e8c-4ef1-ab11-002c536ee9dd
_8246c178-0a6b-47d0-a46c-4e2936e9d825
_e812383f-c113-445d-b39f-b4a25316e0
_06a4c38b-3e18-44de-9f8d-1c0410157125
Mr: Richard E Thomas Jr.
Mr: Richard E Thomas Jr.
Mr: Richard E Thomas Jr.
Mr: Richard E Thomas Jr.

Baseline Calculation:

Unrounded Unadjusted
Unrounded Unadjusted
Unrounded Adjusted (TPA)
Unrounded Adjusted (TPA)

Final Calculation:

Unrounded Unadjusted
Unrounded Unadjusted
Unrounded Adjusted (TPA)
Unrounded Adjusted (TPA)

Final Production Volume

Official CAFE MPG

Final Status
Standard Type
CAFE Standard
Unrounded Reform Standard
Reformed Standard Comment:

Unreformed
23.5
0.0000
(none)

Ex. 4 - CBI

Ex. 4 - CBI

0.0%

| Calc. ID | Mr | CD | MT Index | Dist | CD | Carlin | n | CD | Division Name | Carline Name | Engine | Fuels | Trans | Lookup | Creaper | Div Sys | Ptd Vol | Tst Vol | Baseline Fuel | Dual Fuel / Alt Fuel | AMFA |
|----------|-----|-----|----------|------|----|--------|---|----|---------------|--------------|--------|-------|-------|--------|---------|---------|---------|---------|---------------|----------------------|---------|
| 003196 | ADK | 048 | 1 | 330 | Q5 | Audi | | | Audi | Q5 | 3.2 NA | GP | SAG | Y | N | A | | | 22.7000 | 30.7000 | 25.7155 |
| 003198 | ADK | 063 | 1 | 320 | Q7 | Audi | | | Audi | Q7 | 3.0 TC | DU | SAG | Y | N | A | | | 19.8000 | 33.3000 | 24.2182 |
| 003192 | VWX | 062 | 2 | 320 | Q7 | Audi | | | Audi | Q7 | 3.6 NA | GP | SAG | Y | N | A | | | 17.5425 | 26.4572 | 20.6778 |
| 003194 | ADK | 011 | 1 | 320 | Q7 | Audi | | | Audi | Q7 | 4.2 NA | GP | SAG | Y | N | A | | | 16.2000 | 24.6000 | 19.1412 |
| 003193 | ADK | 051 | 2 | 160 | Q7 | Audi | | | Audi | Q7 | 2.0 TC | GP | M6 | N | N | F | | | 23.3000 | 36.2000 | 27.7500 |
| 003197 | ADK | 050 | 2 | 160 | Q7 | Audi | | | Audi | Q7 | 2.0 TC | GP | SAG | N | N | F | | | 22.9000 | 34.1000 | 26.8716 |
| 003200 | ADK | 049 | 2 | 165 | Q7 | Audi | | | Audi | Q7 | 2.0 TC | GP | SAG | N | N | A | | | 22.5000 | 33.3000 | 26.3449 |
| 003195 | ADK | 064 | 2 | 140 | Q7 | Audi | | | Audi | Q7 | 3.0 TC | DU | SAG | Y | N | A | | | 21.9000 | 34.4000 | 26.1811 |
| 003199 | VWX | 061 | 1 | 140 | Q7 | Audi | | | Audi | Q7 | 3.6 NA | GP | SAG | Y | N | A | | | 17.5425 | 26.4572 | 20.6778 |
| Totals | | | | | | | | | | | | | | | | | | | | | |

EX. 4 - CBI

Baseline CAFE Calculation (Non-AMFA)

Unadj CAFE = TotalPtdVol / TotalCmbDenom = 46034 / 1824.37461824715 = 25.2327562221

Unadj CAFE(4) = 25.2328

Compliance Category 'Light Trucks', Adjusted FE = Unadjusted FE

Adjusted CAFE = 25.2327562221

Adjusted CAFE(4) = 25.2328

Adjusted CAFE(1) = 25.2

Official CAFE Value - Includes AMFA Credits, clipped to the maximum increase allowed.

Official CAFE = 25.2

Total Model Types: 9
Total Base Levels: 9
Total Configurations: 11
Total Tested Configurations: 11
Total Untested Configurations: 0



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
ANN ARBOR, MICHIGAN 48105
OFFICE OF TRANSPORTATION AND AIR QUALITY

October 11, 2011

Dr. Christoph Kohnen
Manager
Engineering and Environmental Office
Volkswagen
3800 Hamlin Road
Auburn Hills, MI 48326

Dear Dr. Kohnen:

This letter serves to formally acknowledge the receipt of your 2010 final average fuel economy calculation for Import Passenger Vehicles. The EPA-calculated and the manufacturer-submitted mpg values for this calculation are shown on the enclosed 'CAFE Report' page of EPA's calculation.

In accordance with 40 CFR 600.510-08(e), we calculated an adjusted final value of 33.3 mpg; this value will serve as our official determination.

A copy of the calculation is enclosed.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Linc Wehrly", written over a rectangular box.

Linc Wehrly, Group Manager
Light-Duty Vehicles Group
Compliance and Innovative Strategies Division

Enclosures

cc: J. Finneran, NHTSA



VERIFY ENGINE AND VEHICLE COMPLIANCE SYSTEM
CORPORATE AVERAGE FUEL ECONOMY (CAFE) REPORT
MANUFACTURERS FUEL ECONOMY CALCULATION FOR MODEL YEAR 2010

Report Date: October 11, 2011
Manufacturer Name: Volkswagen
Compliance Category: Import Passenger Vehicles
Official Production: 274,338
Official CAFE Value: 33.3 mpg
Official CAFE Standard: 27.5 (Unreformed)

Submitted by Mfr: July 18, 2011, Transaction ID: _ad4d0a30-954d-42e5-9f79-331866140631

| | <u>EPA Calculation</u> | <u>Mfr Calculation</u> | <u>Calc Warnings</u> |
|--|------------------------|------------------------|----------------------|
|--|------------------------|------------------------|----------------------|

| | | | |
|---------------------------|---------|---------|---|
| Unadjusted Unrounded: | 33.0730 | 33.0730 | - |
| Unadjusted Rounded: | 33.1 | - | - |
| Adjusted (TPA) Unrounded: | 33.3138 | - | - |
| Adjusted (TPA) Rounded: | 33.3 | 33.3 | - |

| <u>Final Calculation (Incl AMFA credit)</u> | | | |
|---|---------|---------|---|
| Unadjusted Unrounded: | 33.0730 | 33.0730 | - |
| Unadjusted Rounded: | 33.1 | - | - |
| Adjusted (TPA) Unrounded: | 33.3138 | - | - |
| Adjusted (TPA) Rounded: | 33.3 | 33.3 | - |

| | | | |
|--------------------------|------|-----------------------------|---|
| Total Production Volume: | | | |
| CAFE Value: | 33.3 | <div>Ex. 4 - CBI</div> 33.3 | - |

| <u>Statistics</u> | | | |
|-------------------------------|---------|------------------------|--|
| Model Types: | | 73 | |
| Base Levels: | | 79 | |
| Configurations: | | 117 | |
| Tested: | | 115 | |
| Not Tested: | | 2 | |
| Tested Production Volume: | | | |
| Percent of Total Production | | | |
| Represented by Test Vehicles: | | | |
| | | <div>Ex. 4 - CBI</div> | |
| | 100.00% | (100%) | |

| | | | | | | | | | | | | |
|--------|-----|-----|---|-----|------------|------------------------|--------|----|-----|---|---|---|
| 004793 | VWX | 072 | 1 | 298 | Volkswagen | CC 4MOTION | 3.6 NA | GP | SA6 | Y | N | A |
| 004783 | VWX | 057 | 1 | 216 | Volkswagen | EOS | 2.0 TC | GP | M6 | N | N | F |
| 004804 | VWX | 068 | 1 | 216 | Volkswagen | EOS | 2.0 TC | GP | SA6 | N | N | F |
| 004823 | VWX | 079 | 1 | 206 | Volkswagen | GOLF | 2.0 TC | DU | M6 | N | N | F |
| 004805 | VWX | 075 | 1 | 206 | Volkswagen | GOLF | 2.0 TC | DU | SA6 | N | N | F |
| 004779 | VWX | 031 | 1 | 206 | Volkswagen | GOLF | 2.5 NA | G | M5 | N | N | F |
| 004829 | VWX | 028 | 1 | 206 | Volkswagen | GOLF | 2.5 NA | G | SA6 | Y | N | F |
| 004800 | ADX | 056 | 2 | 211 | Volkswagen | GTL | 2.0 TC | GP | M6 | N | N | F |
| 004828 | ADX | 070 | 2 | 211 | Volkswagen | GTL | 2.0 TC | GP | M6 | N | N | F |
| 004817 | VWX | 027 | 1 | 221 | Volkswagen | JETTA | 2.0 TC | DU | M6 | N | N | F |
| 004799 | VWX | 074 | 1 | 221 | Volkswagen | JETTA | 2.0 TC | DU | SA6 | N | N | F |
| 004842 | ADX | 055 | 2 | 221 | Volkswagen | JETTA | 2.0 TC | GP | M6 | N | N | F |
| 004781 | ADX | 069 | 2 | 221 | Volkswagen | JETTA | 2.0 TC | GP | SA6 | N | N | F |
| 004802 | VWX | 030 | 1 | 221 | Volkswagen | JETTA | 2.5 NA | G | M5 | N | N | F |
| 004846 | VWX | 027 | 1 | 221 | Volkswagen | JETTA | 2.5 NA | G | SA6 | Y | N | F |
| 004822 | VWX | 078 | 1 | 225 | Volkswagen | JETTA SPORTWAGEN | 2.0 TC | DU | M6 | N | N | F |
| 004836 | VWX | 073 | 1 | 225 | Volkswagen | JETTA SPORTWAGEN | 2.0 TC | DU | SA6 | N | N | F |
| 004814 | VWX | 029 | 1 | 225 | Volkswagen | JETTA SPORTWAGEN | 2.5 NA | G | M5 | N | N | F |
| 004784 | VWX | 026 | 1 | 225 | Volkswagen | JETTA SPORTWAGEN | 2.5 NA | G | SA6 | Y | N | F |
| 004839 | VWX | 067 | 1 | 230 | Volkswagen | NEW BEETLE | 2.5 NA | G | M5 | N | N | F |
| 004845 | VWX | 065 | 1 | 230 | Volkswagen | NEW BEETLE | 2.5 NA | G | SA6 | Y | N | F |
| 004808 | VWX | 066 | 1 | 235 | Volkswagen | NEW BEETLE CONVERTIBLE | 2.5 NA | G | SA6 | Y | N | F |
| 004789 | VWX | 052 | 1 | 291 | Volkswagen | PASSAT | 2.0 TC | GP | SA6 | N | N | F |
| 004841 | VWX | 054 | 1 | 292 | Volkswagen | PASSAT WAGON | 2.0 TC | GP | SA6 | N | N | F |

Config Tested % = 100 x TestedProdVol / TotalProdVol = 100 x 274338 / 274338 = 100.000000000000% = 100%
SFTW3000 = TotalProdVol@TW3000 / TotalProdVol = 16879 / 274338 = 0.0615000000 = 0.0615
SFTW4000 = TotalProdVol@ETW4000 / TotalProdVol = 24058 / 274338 = 0.0877000000 = 0.0877

Ex. 4 - CBI

Official CAFE Value - Includes AMFA Credits, clipped to the maximum increase allowed.

Official CAFE = 33.3

Total Model Types 73
Total Base Levels 79
Total Configurations 117
Total Tested Configurations 115
Total Untested Configurations 2

| | | | | | | | | | | |
|---------|---------|---------|---|---|---|---|---|---------|---------|---------|
| 20.5000 | 33.5000 | 24.8373 | - | - | - | - | - | 20.5000 | 33.5000 | 24.8373 |
| 25.9945 | 41.4200 | 31.2279 | - | - | - | - | - | 25.9945 | 41.4200 | 31.2279 |
| 27.7856 | 40.9805 | 32.4936 | - | - | - | - | - | 27.7856 | 40.9805 | 32.4936 |
| 38.7437 | 58.7834 | 45.7643 | - | - | - | - | - | 38.7437 | 58.7834 | 45.7643 |
| 38.3977 | 58.5799 | 45.4430 | - | - | - | - | - | 38.3977 | 58.5799 | 45.4430 |
| 25.5267 | 39.6593 | 30.4019 | - | - | - | - | - | 25.5267 | 39.6593 | 30.4019 |
| 26.8000 | 40.1580 | 31.5178 | - | - | - | - | - | 26.8000 | 40.1580 | 31.5178 |
| 25.9945 | 41.4200 | 31.2279 | - | - | - | - | - | 25.9945 | 41.4200 | 31.2279 |
| 29.8426 | 43.5649 | 34.7712 | - | - | - | - | - | 29.8426 | 43.5649 | 34.7712 |
| 38.7437 | 58.7834 | 45.7643 | - | - | - | - | - | 38.7437 | 58.7834 | 45.7643 |
| 38.3977 | 58.5799 | 45.4430 | - | - | - | - | - | 38.3977 | 58.5799 | 45.4430 |
| 25.9945 | 41.4200 | 31.2279 | - | - | - | - | - | 25.9945 | 41.4200 | 31.2279 |
| 29.8426 | 43.5649 | 34.7712 | - | - | - | - | - | 29.8426 | 43.5649 | 34.7712 |
| 24.7807 | 39.6108 | 29.8016 | - | - | - | - | - | 24.7807 | 39.6108 | 29.8016 |
| 26.5640 | 39.9972 | 31.2936 | - | - | - | - | - | 26.5640 | 39.9972 | 31.2936 |
| 38.7437 | 58.7834 | 45.7643 | - | - | - | - | - | 38.7437 | 58.7834 | 45.7643 |
| 38.3977 | 58.5799 | 45.4430 | - | - | - | - | - | 38.3977 | 58.5799 | 45.4430 |
| 24.7807 | 39.6108 | 29.8016 | - | - | - | - | - | 24.7807 | 39.6108 | 29.8016 |
| 26.5640 | 39.9972 | 31.2936 | - | - | - | - | - | 26.5640 | 39.9972 | 31.2936 |
| 24.7846 | 39.5497 | 29.7891 | - | - | - | - | - | 24.7846 | 39.5497 | 29.7891 |
| 25.2566 | 40.8000 | 30.4823 | - | - | - | - | - | 25.2566 | 40.8000 | 30.4823 |
| 24.7960 | 39.7517 | 29.8496 | - | - | - | - | - | 24.7960 | 39.7517 | 29.8496 |
| 27.1035 | 42.4329 | 32.3651 | - | - | - | - | - | 27.1035 | 42.4329 | 32.3651 |
| 27.1035 | 42.4329 | 32.3651 | - | - | - | - | - | 27.1035 | 42.4329 | 32.3651 |

Ex. 4 - CBI

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Thur 10/13/2011 2:55:34 PM
Subject: VW Group Revised Evap Standard
william.rodgers@vw.com

Jim,

I revised the evap. standards in Verify and in the Initial Application for the 2012 Audi Q5 Hybrid, test group CADXT02.02HUB. We inadvertently used the heavier weight LDT LEV2 evap. standards in the Initial Application . This vehicle is due to be confirmed on Nov 2nd , so I'm not sure if you might have to make a change on your end to reflect the correct standards as the result of our change.

Also, can you tell me if the Nov 2nd confirmatory testing is expected to be completed in one week, considering the evap. test?

Thanks,

Bill Rodgers

EEO Emission Certification

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 10/13/2011 8:40:20 PM
Subject: VW Group 2013 Cert Preview Plan
[Ex. 7]@vw.com

Hello Jim,

I have uploaded our 2013 Certification Preview Letter for your review. We will contact you in the near future to arrange a meeting to discuss the details. In the mean time, please feel free to contact [Ex. 7] or myself if you have any immediate questions or concerns.

I will be [Ex. 6] so please contact [Ex. 7] during this time.

Regards,

[Ex. 7]

EEO Emission Certification

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

[Ex. 7]

[Ex. 7]@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Mon 10/17/2011 2:32:14 PM
Subject: VW Group: Answers for Questions Regarding Emission Testing Audi Q5 Hybrid
CBI CADXT02.0HUB_TST_INS_R00.PDF
robert.hart@vw.com

Hello Jim,

The attachment contains the answers to EPA questions regarding emission testing of the MY 2012 Audi Q5 Hybrid.

I have also uploaded the attached file through the Verify System.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

1. Driver Instructions, Traction control, Test mode, Start Procedure

Vehicle preconditioning:

- ☐ one additional preconditioning cycle is required after the Load Determination (EPA meeting, August 19th, 2010)

Starting Instruction:

- ☐ Place gearshift lever into "NEUTRAL"
- ☐ Apply the brake pedal
- ☐ push the ignition key → the message "Hybrid ready" appears in the instrument cluster

Traction Control:

- ☐ Vehicle is on standard 4-Wheel-Drive.
- ☐ Traction system is in standard operation mode.
- ☐ Anti Lock System is in standard operation mode.

Special Cooling procedure:

- ☐ Place the fan centered in front of the car

Battery cooling:

- ☐ „Pollution protection functionality“ is disabled (EPA meeting, August 19th, 2010)

2. Canister Loading procedure -> see attachment 1

3. Clamp (physical size) -> see attachment 2

4. Vehicle Mounting -> see attachment 3

5. Battery Data:

- ☐ Normal Voltage: 264V
- ☐ Max Current: 180A

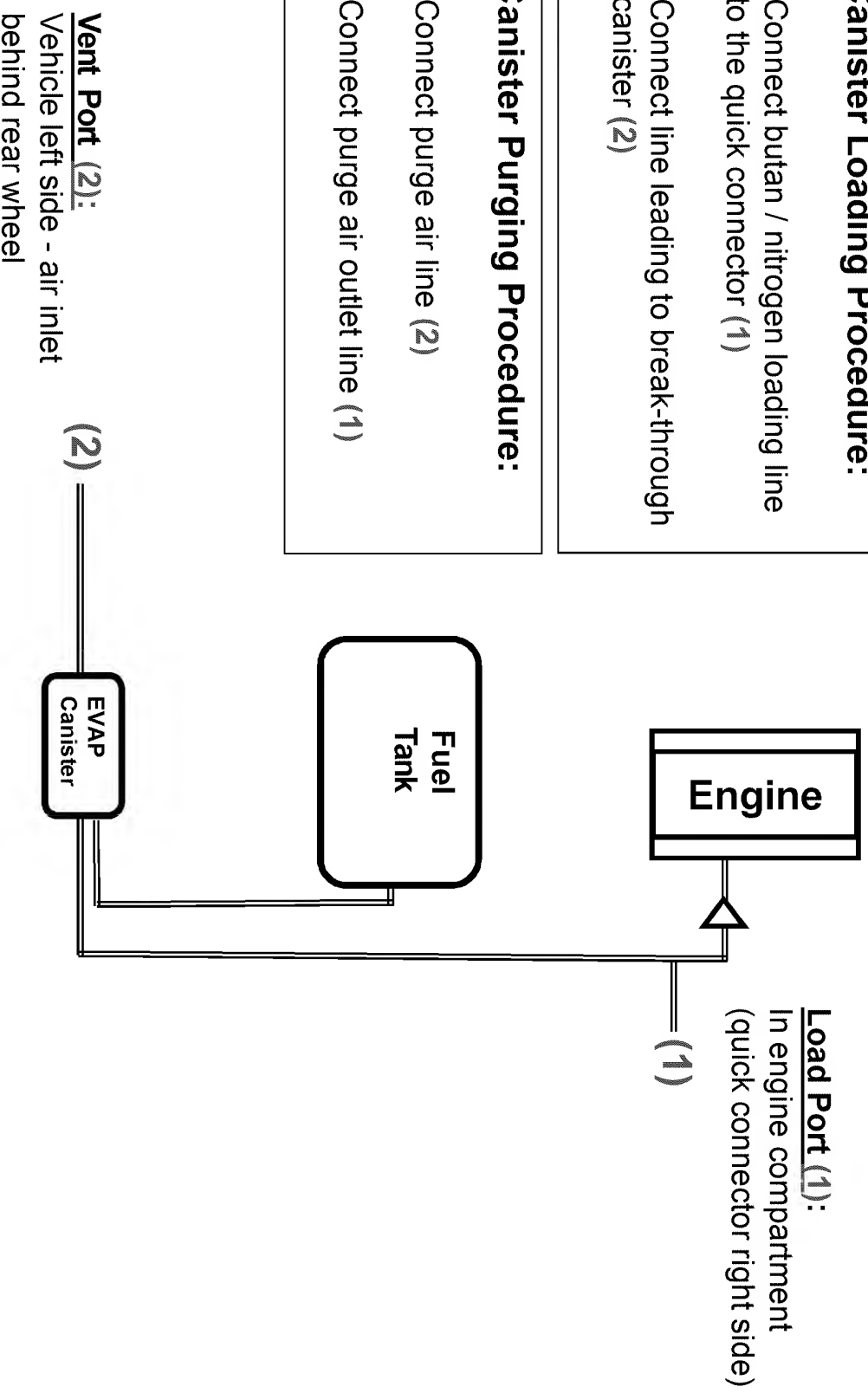
Attachment 1: Structure of the Evap. System for Canister Loading/Purging

Canister Loading Procedure:

- Connect butan / nitrogen loading line to the quick connector (1)
- Connect line leading to break-through canister (2)

Canister Purging Procedure:

- Connect purge air line (2)
- Connect purge air outlet line (1)



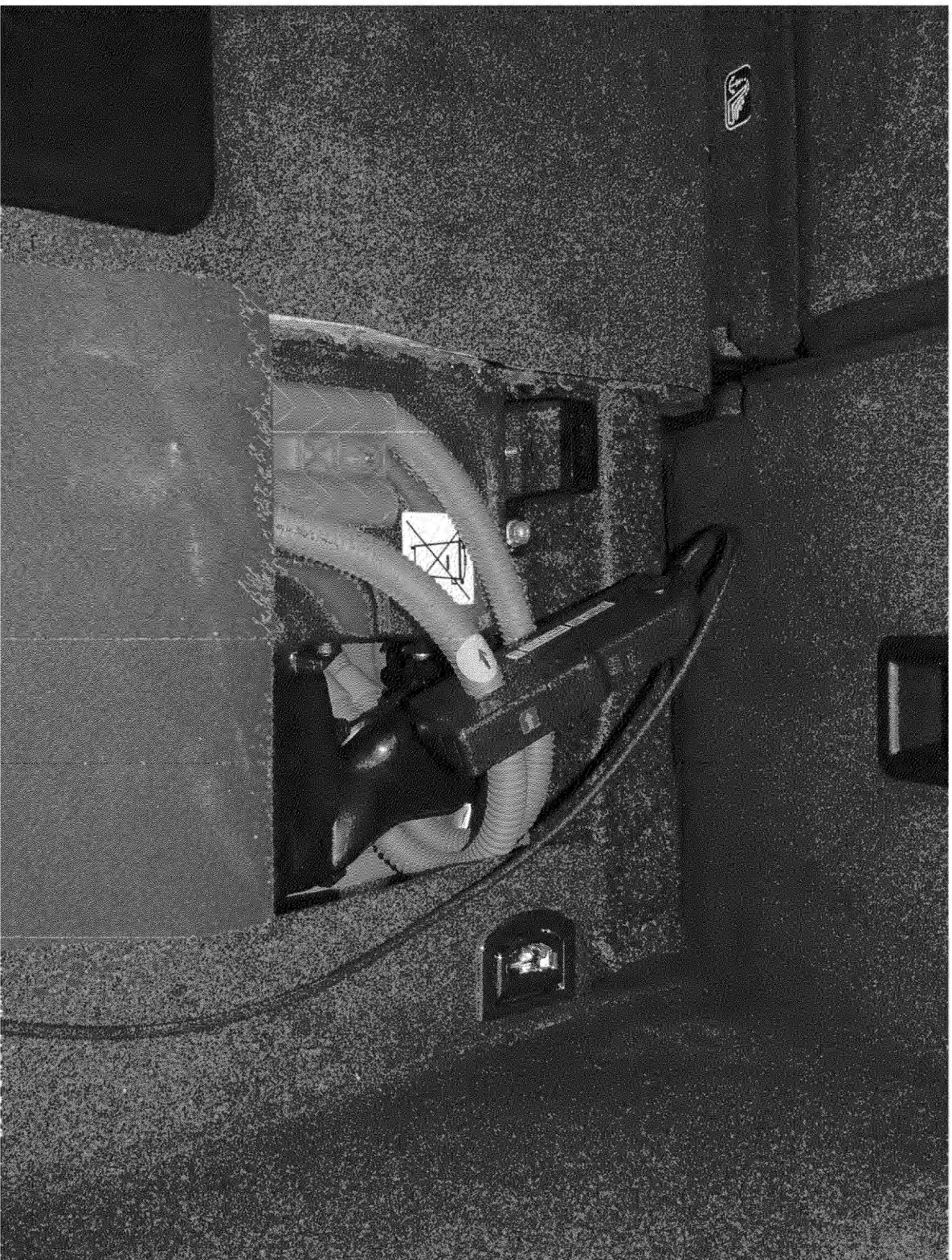
Attachment 2 – access for Hioki Clamp



Attachment 2 – access for Hioki Clamp – cont.



Attachment 2 – access for Hioki Clamp – cont.



Attachment 3 – Vehicle mounting - rear



Towing eye

Attachment 4 – Vehicle mounting - front



Towing eye

To: Jim Snyder/AA/USEPA/US@EPA;Stephen Healy/AA/USEPA/US@EPA[]; tephen Healy/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Wed 10/19/2011 5:56:57 PM
Subject: Availability for Brief Conference Call

Hello Jim and Steve:

Audi will soon be delivering a hybrid vehicle for confirmatory testing at EPA. I left each of you a telephone message asking about your availability for a brief telephone conference with Audi to go over the test requirements.

Jim – I understand that you had a conversation with Ex. 7 and that you are booked for the remainder of this week.

As a starting point, I proposed that we have the conference call next Monday (October 24, 2011) at 0900 hr. I think that 30 minutes will be sufficient. A morning time is preferable since participants in Germany are six hours ahead of us.

Please suggest an alternative, if this does not fit your schedules. Once confirmed, I will set up a local call-in number.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

Ex. 7

E-Mail: **Ex. 7** @vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [REDACTED] **Ex. 7** [REDACTED]@AUDI.DE]
From: [REDACTED] **Ex. 7** [REDACTED]
Sent: Wed 10/19/2011 10:22:35 PM
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

Just for information, our report from the August 19, 2010 meeting referenced in the test information for the Audi Q5 Hybrid was sent as shown below. The slides were sent in advance of the August 19, 2010 meeting.

I have requested more detail regarding the discussion topics.

Best regards,

[REDACTED] **Ex. 7** [REDACTED]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [REDACTED] **Ex. 7** [REDACTED]@vw.com

From: [REDACTED] **Ex. 7** [REDACTED]

Sent: Friday, September 24, 2010 8:58 AM

To: wehrly.linc@epa.gov; Snyder.Jim@epamail.epa.gov; Healy.Stephen@epamail.epa.gov;
Nevers.Chris@epamail.epa.gov; Ball.Joel@epamail.epa.gov

Subject: EPA/Audi Meeting Report

Hello all:

Attached is a copy of a report from a meeting between you and representatives of Audi AG and Volkswagen Group of America, Inc. This meeting was held on August 19, 2010.

Please note the open issues in the "Comments" section.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7** @vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Ex. 7 @AUDI.DE]; Ex. 7
Ex. 7 @vw.com]; tephen Healy/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Thur 10/20/2011 1:31:28 PM
Subject: RE: EPA/Audi Meeting Report
CBI CADXT02.0HUB_TST_INS_R00.pdf

Hello Jim:

I have been in contact with Lothar Rech at Audi AG. The specific reason for the proposed conference call is to confirm; 1.) the understanding of the slides that were sent to you by Ex. 7 copy attached for extra measure!), and 2.) that the hybrid vehicle, as described, can be tested on the dynamometer at EPA.

If everything is clear and understandable, there may not be a need for the call. Audi has no further points to discuss at this time.

Please let me know if there are any open questions from your side.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: Ex. 7 @vw.com

From: **Ex. 7**
Sent: Wednesday, October 19, 2011 6:23 PM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: **Ex. 7**
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

Just for information, our report from the August 19, 2010 meeting referenced in the test information for the Audi Q5 Hybrid was sent as shown below. The slides were sent in advance of the August 19, 2010 meeting.

I have requested more detail regarding the discussion topics.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

Ex. 7

E-Mail: **Ex. 7**@vw.com

From: **Ex. 7**

Sent: Friday, September 24, 2010 8:58 AM

To: wehrly.linc@epa.gov; Snyder.Jim@epamail.epa.gov; Healy.Stephen@epamail.epa.gov;
Nevers.Chris@epamail.epa.gov; Ball.Joel@epamail.epa.gov

Subject: EPA/Audi Meeting Report

Hello all:

Attached is a copy of a report from a meeting between you and representatives of Audi AG and Volkswagen Group of America, Inc. This meeting was held on August 19, 2010.

Please note the open issues in the "Comments" section.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 10/20/2011 3:11:00 PM
Subject: RE: EPA/Audi Meeting Report

[Ex. 7]@vw.com
[Ex. 7]@vw.com
wehrly.linc@epa.gov
Snyder.Jim@epamail.epa.gov
Healy.Stephen@epamail.epa.gov
Nevers.Chris@epamail.epa.gov
Ball.Joel@epamail.epa.gov
[Ex. 7]@vw.com

Hello Jim,

Audi did have one other question. In order to plan the trip for the engineer who will accompany the test vehicle, Audi would like to know the order of the testing.

When the evap test will be performed may influence how long the engineer must stay here.

Based on the Wednesday test date, will the evap test be performed over the weekend or can all of the testing be accomplished by Friday?

Best regards,

[Ex. 7]

From: [Ex. 7]
Sent: Thursday, October 20, 2011 9:31 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: [Ex. 7] Healy.Stephen@epamail.epa.gov
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

I have been in contact with [Ex. 7] at Audi AG. The specific reason for the proposed conference call is to confirm; 1.) the understanding of the slides that were sent to you by Bob Hart (copy attached for extra measure!), and 2.) that the hybrid vehicle, as described, can be tested on the dynamometer at EPA.

If everything is clear and understandable, there may not be a need for the call. Audi has no further points to discuss at this time.

Please let me know if there are any open questions from your side.

Best regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

From: [Ex. 7]
Sent: Wednesday, October 19, 2011 6:23 PM

To: 'Snyder.Jim@epamail.epa.gov'
Cc: [Ex. 7]
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

Just for information, our report from the August 19, 2010 meeting referenced in the test information for the Audi Q5 Hybrid was sent as shown below. The slides were sent in advance of the August 19, 2010 meeting.

I have requested more detail regarding the discussion topics.

Best regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

From: [Ex. 7]
Sent: Friday, September 24, 2010 8:58 AM
To: wehrly.linc@epa.gov; Snyder.Jim@epamail.epa.gov; Healy.Stephen@epamail.epa.gov;
Nevers.Chris@epamail.epa.gov; Ball.Joel@epamail.epa.gov

Subject: EPA/Audi Meeting Report

Hello all:

Attached is a copy of a report from a meeting between you and representatives of Audi AG and Volkswagen Group of America, Inc. This meeting was held on August 19, 2010.

Please note the open issues in the "Comments" section.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Hart, Robert (VWoA)"
Sent: Mon 10/24/2011 1:54:36 PM
Subject: Question from Lamborghini
robert.hart@vw.com

Hello Jim,

Lamborghini's first flex-fuel car is scheduled for MY 2013. They have some questions since they have no previous experience with flex-fuel vehicle confirmatory tests at the EPA.

Due to the number of possible fuel changes - between gasoline, E10 and E85 fuels, Lamborghini would like to know the order tests are performed at the EPA when a flex-fuel car is tested with evap tests included.

I think you told me that testing will start with whatever fuel type is in the flex-fuel vehicle when it arrives and it doesn't matter which one it is. Does it make the most sense to start with gasoline?

Can Lamborghini request extra preconditioning between the switch from E10/E85 to gasoline to purge the ethanol from the fuel system?

If evap test confirmation is included, will both gasoline and E10 tests be performed at the EPA?

Ex. 6

Please Cc Bill Rodgers (William.rodgers@vw.com) on your reply.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 10/27/2011 12:32:09 PM
Subject: VW Group Running Change
william.rodgers@vw.com

Hello Jim,

Just FYI. I submitted a running change, with file name CBI_CAD XV05.2LR8_APP_C01_R00.PDF, to add two new models to the Audi test group CAD XV05.2LR8. No Certificate is required.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 10/27/2011 12:40:46 PM
Subject: VW Group - Audi Q5 Hybrid Confirmatory test
[Ex. 7]@vw.com

Jim,

Reminder.

We are planning to deliver the Audi Q5 Hybrid, test vehicle VID: CAD-Q5A, to your facility on Monday morning around 9:30-10AM. I was in Germany last week but understand that you had correspondence with [Ex. 7] concerning some questions about this vehicle. If there is any further follow up or questions pending, please let me know as soon as possible.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

[Ex. 7]@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Thur 10/27/2011 12:49:55 PM
Subject: VW Group RE: Question from Lamborghini
robert.hart@vw.com

Jim,

One last item for today. I am following up for Bob Hart because

| |
|--------------|
| Ex. 6 |
|--------------|

 Have you had the chance to look at the following questions?

Thanks,

Bill

From: Hart, Robert (VWoA)
Sent: Monday, October 24, 2011 9:55 AM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Rodgers, William
Subject: Question from Lamborghini

Hello Jim,

Lamborghini's first flex-fuel car is scheduled for MY 2013. They have some questions since they have no previous experience with flex-fuel vehicle confirmatory tests at the EPA.

Due to the number of possible fuel changes - between gasoline, E10 and E85 fuels, Lamborghini would like to know the order tests are performed at the EPA when a flex-fuel car is tested with evap tests included.

- 1) I think you told me that testing will start with whatever fuel type is in the flex-fuel vehicle when it arrives and it doesn't matter which one it is. Does it make the most sense to start with gasoline?
- 2) Can Lamborghini request extra preconditioning between the switch from E10/E85 to gasoline to purge the ethanol from the fuel system?
- 3) If evap test confirmation is included, will both gasoline and E10 tests be performed at the EPA?

Ex. 6

Please Cc Bill Rodgers (William.rodgers@vw.com) on your reply.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 11/4/2011 11:07:37 AM
Subject: Re: Audi Q5 Hybrid
[CHUB-Q5A_11-2-11.pdf](#)
william.rodgers@vw.com

Good morning Bill,

Please find enclosed the Laboratory Test Data for CHUB-Q5A. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/01/2011 03:48 PM
Subject: Audi Q5 Hybrid

Hello Vince,

As discussed, I have attached the Q5 Hybrid instructions.

PS

I also just spoke to Jim about the new test start time. I will have my colleague Andy Kramer standing by in Ann Arbor before the Noon start time, probably by 10:30AM.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States


office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

[attachment "EPA QA Revised Starting.ppt" deleted by Vincent Mazaitis/AA/USEPA/US]

CERT

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|---|---------------------|---------------------------------|---------------------|-------------------------|---------------------|-------------------------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Information | | | Test Number: 2011-0324-003 | | | | |
| | | | Vehicle ID: CHUB-Q5A | | | | |
|  | Test Date: 11/2/2011 | | MFR Name: AUDI | | | | |
| | Key Start / Hot Soak: 12:33:47 / 09:53 | | MFR Codes: 640 | | ADX | | |
| | Fuel Container ID: F00023 | | Config #: 00 | | | | |
| | Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: S | | | | |
| | Test Procedure: 21.04 Fed Fuel 2-day Exhaust (CAN LOAD) | | Shift Schedule: A09980005 | | | | |
| | Calculation Method: Gasoline | | Beginning Odometer: 004768.0 MI | | | | |
| | Pretest Remarks: | | Drive Schedule: flp4bag | | Soak Period: 19.6 hours | | |
| <hr/> | | | | | | | |
| Bag Data | | | | | | | |
| | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> |
| | | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) |
| Phase 1 | | | | | | | |
| Sample | | 5.913 | 30.974 | 1.644 | 0.950 | 2.627 | |
| Ambient | | 2.465 | 0.000 | 0.014 | 0.044 | 1.978 | |
| Net Concentration | | 3.623 | 30.974 | 1.631 | 0.909 | 0.790 | 2.687 |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | | 2.477 | 12.248 | 0.474 | 0.503 | 1.934 | |
| Ambient | | 2.480 | 0.000 | 0.013 | 0.044 | 1.977 | |
| Net Concentration | | 0.090 | 12.248 | 0.461 | 0.461 | 0.031 | 0.054 |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | 2.666 | 18.774 | 0.653 | 0.786 | 2.007 | |
| Ambient | | 2.472 | 0.000 | 0.012 | 0.044 | 1.969 | |
| Net Concentration | | 0.339 | 18.774 | 0.642 | 0.745 | 0.153 | 0.157 |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | 2.530 | 9.405 | 0.480 | 0.480 | 1.942 | |
| Ambient | | 2.508 | 0.000 | 0.011 | 0.044 | 1.971 | |
| Net Concentration | | 0.113 | 9.405 | 0.469 | 0.438 | 0.042 | 0.063 |
| Remarks: | | | | | | | |
| <hr/> | | | | | | | |
| Results | | | | | | | |
| | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> |
| | | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) |
| Phase 1 | | 0.046 | 0.788 | 0.061 | 363.6 | 0.012 | 0.034 / 0.035 |
| Phase 2 | | 0.002 | 0.495 | 0.028 | 292.9 | 0.001 | 0.001 / 0.001 |
| Phase 3 | | 0.004 | 0.478 | 0.024 | 298.0 | 0.002 | 0.002 / 0.002 |
| Phase 4 | | 0.002 | 0.379 | 0.028 | 277.0 | 0.001 | 0.001 / 0.001 |
| Weighted | | 0.01171 | 0.51684 | 0.03381 | 304.271 | 0.00345 | (NMOG=1.04xNMHC) 0.0082 / 0.0085 |
| <hr/> | | | | | | | |
| Fuel Economy | | | | | | | |
| | | <u>Gasoline MPG</u> | | | <u>Dyno Settings</u> | | <u>Dyno #:</u> D329 - AWD |
| Phase 1 | | 24.39 | | | | | Inertia: 4750 |
| Phase 2 | | 30.32 | | | | | EPA Set Co A: -23.3 |
| Phase 3 | | 29.81 | | | | | EPA Set Co B: 0.1781 |
| Phase 4 | | 32.08 | <u>1% SOC Limit</u> | <u>Act SOC A-hr</u> | <u>Sys Nom Volts</u> | <u>Charge State</u> | EPA Set Co C: 0.02292 |
| | | | 0.6480 | -0.2108 | 264.0 | Pass | |
| Weighted | | 29.21 | | | | | Emiss-Bench: Mexa 7200sle |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-003

Vehicle ID: CHUB-Q5A

Results



| | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.164 | 2.827 | 0.221 | 1304.4 | 0.041 | 0.121 | 1.185 |
| Phase 2 | 0.007 | 1.907 | 0.106 | 1127.9 | 0.003 | 0.004 | |
| Phase 3 | 0.015 | 1.718 | 0.087 | 1071.2 | 0.008 | 0.007 | |
| Phase 4 | 0.009 | 1.463 | 0.108 | 1069.8 | 0.004 | 0.005 | |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|-------------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.20 | 29.19 | 29.18 | 29.17 |
| Avg Cell Temp (degF) | 75.62 | 75.46 | 75.34 | 75.21 |
| Dew Point (degF) | 48.71 | 48.47 | 48.68 | 48.41 |
| Specific Humidity (grains/lbm) | 52.29 | 51.81 | 52.24 | 51.74 |
| NOx Corr Factor | 0.9035 | 0.9017 | 0.9034 | 0.9014 |
| CO2 Dilution Factor | 14.049 | 26.554 | 17.000 | 27.86 |
| CFV Vmix (scf @68F) | 2768.37 | 4722.96 | 2775.50 | 4718.36 |
| CVS Flow Rate Avg (scfm) | 327.42 | 323.97 | 328.01 | 325.55 |
| Fan Placement: One Fan - Up - Front | | | | |
| Phase Time (secs) | 507.30 | 869.70 | 507.70 | 869.59 |
| Distance (miles) | 3.587 | 3.851 | 3.595 | 3.862 |
| Bag Analysis Time (secs) | 143.8 | 148.7 | 143.8 | 155.2 |

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|------|-----|------|------------|
| 1E+07 | 0.0163 | 0.51 | 0.03 | 306 | 0 | 0.0136 |

Odometer
4448 M

MPG
29

MPG is -0.72 % lower than EPA MPG

MFR Lab: Audi AG Neckarsulm

Dyno: 7
Fuel: 61 Tier 2 Cert Gasoline

CERT
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-001

Vehicle ID: CHUB-Q5A

Test Information



Test Date: 11/2/2011
Key Start: 14:08:29
Fuel Container ID: F00023
Fuel Type: 61 Tier 2 Cert Test Fuel
Test Procedure: 03 HWFET (hwfetestprep_hwfet)
Calculation Method: Gasoline
Pretest Remarks:

MFR Name: AUDI
MFR Codes: 640 ADX
Config #: 00
Transmission: S
Shift Schedule: A09980011
Beginning Odometer: 004783.0 MI
Drive Schedule: hwfetest_hwfet

Bag Data

Phase 1

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Sample | 4.285 | 31.477 | 0.417 | 1.216 | 2.402 | |
| Ambient | 2.508 | 0.000 | 0.004 | 0.043 | 1.971 | |
| Net Concentration | 2.005 | 31.477 | 0.413 | 1.176 | 0.611 | 1.281 |

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|---------|-----------------|-------------|--------------|--------------|--------------|----------------------|------------------|
| Phase 1 | 0.013 | 0.419 | 0.008 | 246.1 | 0.005 | 0.008 / 0.009 | 36.157 |

(NMOG=1.04xNMHC)

Fuel Economy

Gasoline MPG
Phase 1 36.07

Dyno Settings

Dyno #: D329 - AWD
Inertia: 4750
EPA Set Co A: -23.3
EPA Set Co B: 0.1781
EPA Set Co C: 0.02292
Emiss-Bench: Mexa 7200sie

1% SOC Limit 0.3603 Act SOC A-hr 0.0686 Sys Nom Volts 264.0 Charge State Pass

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data
Test Number: 2011-0324-001

Vehicle ID: CHUB-Q5A

Results



| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC</u> | <u>Meth Response</u> |
|---------|------------------|------------------|------------------|-------------------|------------------|------------------|----------------------|
| Phase 1 | (grams) 0.135 | (grams) 4.290 | (grams) 0.084 | (grams) 2519.5 | (grams) 0.048 | (grams) 0.086 | 1.185 |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|--------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 29.14 | | | |
| Avg Cell Temp (degF) | 75.52 | | | |
| Dew Point (degF) | 48.61 | | | |
| Specific Humidity (grains/lbm) | 52.18 | | | |
| NOx Corr Factor | 0.9031 | | | |
| CO2 Dilution Factor | 10.991 | | | |
| CFV Vmix (scf @68F) | 4134.26 | | | |
| CVS Flow Rate Avg (scfm) | 324.26 | | | |

Fan Placement: One Fan - Up - Front
Phase Time (secs) 765.01
Distance (miles) 10.236
Bag Analysis Time (secs) 145.2

MFR Test Results

for Procedure 3 HWFE

| | | | | | | |
|-------------------|-----------|-----------|------------|------------|-------------|-------------------|
| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> |
| 1E+07 | 0.0125 | 0.25 | 0.005 | 223 | 0 | 0.0095 |

Odometer
4301 M

MPG
39.8

MPG is 10.33 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8
Fuel: 61 Tier 2 Cert Gasoline

CERT

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-004

Vehicle ID: CHUB-Q5A

Test Information



Test Date: 11/2/2011
Key Start: 14:50:24
Fuel Container ID: F00023
Fuel Type: 61 Tier 2 Cert Test Fuel
Test Procedure: 89 us062bag (us06warmup_2bagus06)
Calculation Method: Gasoline
Pretest Remarks:

MFR Name: AUDI
MFR Codes: 640 ADX
Config #: 00
Transmission: S
Shift Schedule: A09980041
Beginning Odometer: 004803.0 MI
Drive Schedule: us06warmup_2bagus06

Bag Data

Phase 1

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Sample | 4.005 | 110.854 | 0.857 | 0.907 | 2.250 | |
| Ambient | 2.519 | 0.000 | 0.008 | 0.043 | 1.967 | |
| Net Concentration | 1.658 | 110.854 | 0.850 | 0.866 | 0.417 | 1.164 |

Remarks:

Phase 2

| | | | | | | |
|-------------------|-------|--------|-------|-------|-------|-------|
| Sample | 3.281 | 50.480 | 0.752 | 1.121 | 2.024 | |
| Ambient | 2.543 | 0.000 | 0.007 | 0.044 | 1.967 | |
| Net Concentration | 0.952 | 50.480 | 0.746 | 1.080 | 0.222 | 0.689 |

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|-----------|-----------------|-------------|--------------|--------------|--------------|-------------------------------------|------------------|
| Phase 1 | 0.033 | 4.489 | 0.051 | 551.3 | 0.010 | 0.023 / 0.024 | 15.982 |
| Phase 2 | 0.008 | 0.895 | 0.020 | 300.9 | 0.002 | 0.006 / 0.006 | 29.517 |
| Composite | 0.01388 | 1.69149 | 0.02666 | 356.447 | 0.00390 | (NMOG=1.04xNMHC) 0.0099 / 0.0103 | |

Fuel Economy

| | Gasoline MPG | | | | Dyno Settings | Dyno # |
|-----------|--------------|--------------|--------------|---------------|---------------|---------------------------|
| Phase 1 | 15.94 | | | | | D329 - AWD |
| Phase 2 | 29.45 | | | | | Inertia: 4750 |
| | | 1% SOC Limit | Act SOC A-hr | Sys Nom Volts | Charge State | EPA Set Co A: -23.3 |
| | | 0.4090 | 0.106 | 264.0 | Pass | EPA Set Co B: 0.1781 |
| Composite | 24.82 | | | | | EPA Set Co C: 0.02292 |
| | | | | | | Emiss-Bench: Mexa 7200sle |

v101208 - d329 EPAVDAEm111102142821

Page 1 of 2

Print Time 03-Nov-2011 15:47

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data
Test Number: 2011-0324-004

Vehicle ID: CHUB-Q5A

Results



| | <u>HC-FID</u> (grams) | <u>CO</u> (grams) | <u>NOx</u> (grams) | <u>CO2</u> (grams) | <u>CH4</u> (grams) | <u>NMHC</u> (grams) | <u>Meth Response</u> |
|---------|--------------------------|----------------------|-----------------------|-----------------------|-----------------------|------------------------|----------------------|
| Phase 1 | 0.059 | 7.950 | 0.091 | 976.4 | 0.017 | 0.041 | 1.185 |
| Phase 2 | 0.052 | 5.564 | 0.122 | 1871.4 | 0.014 | 0.038 | |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|---|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 29.13 | 29.13 | | |
| Avg Cell Temp (degF) | 75.06 | 74.87 | | |
| Dew Point (degF) | 48.85 | 48.86 | | |
| Specific Humidity (grains/lbm) | 52.68 | 52.69 | | |
| NOx Corr Factor | 0.9051 | 0.9051 | | |
| CO2 Dilution Factor | 14.592 | 11.899 | | |
| CFV Vmix (scf @68F) | 2175.30 | 3342.90 | | |
| CVS Flow Rate Avg (scfm) | 550.24 | 549.52 | | |
| Fan Placement: US06 Only - One Large Fan - Up - Front | | | | |
| Phase Time (secs) | 130.00 | 365.00 | 107.21 | |
| Distance (miles) | 1.771 | 6.218 | | |
| Bag Analysis Time (secs) | 150.2 | 402.3 | | |

MFR Test Results

for Procedure 90 US06

| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> |
|-------------------|-----------|-----------|------------|------------|-------------|-------------------|
| 1E+07 | 0.0139 | 0.63 | 0.015 | 322 | 0 | 0.0097 |

Odometer
4321 M

MPG
27.5

MPG is 10.78 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Fri 11/4/2011 1:42:22 PM
Subject: RE: Audi Q5 Hybrid
william.rodgers@vw.com
william.rodgers@vw.com

Hi Vince,

Can you send me your load determination sheet for this vehicle?

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 04, 2011 7:08 AM

To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: Audi Q5 Hybrid

Good morning Bill,

Please find enclosed the Laboratory Test Data for CHUB-Q5A. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/01/2011 03:48 PM
Subject: Audi Q5 Hybrid

Hello Vince,

As discussed, I have attached the Q5 Hybrid instructions.

PS

I also just spoke to Jim about the new test start time. I will have my colleague Andy Kramer standing by in Ann Arbor before the Noon start time, probably by 10:30AM.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

[attachment "EPA QA Revised Starting.ppt" deleted by Vincent Mazaitis/AA/USEPA/US]

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 11/4/2011 1:44:25 PM
Subject: RE: Audi Q5 Hybrid
william.rodgers@vw.com
william.rodgers@vw.com

Hello Bill,

It will be next week. I'll get it Monday and send it.

Have a nice weekend!

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/04/2011 09:42 AM
Subject: RE: Audi Q5 Hybrid

Hi Vince,

Can you send me your load determination sheet for this vehicle?

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 04, 2011 7:08 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: Audi Q5 Hybrid

Good morning Bill,

Please find enclosed the Laboratory Test Data for CHUB-Q5A. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/01/2011 03:48 PM
Subject: Audi Q5 Hybrid

Hello Vince,

As discussed, I have attached the Q5 Hybrid instructions.

PS

I also just spoke to Jim about the new test start time. I will have my colleague Andy Kramer standing by in Ann Arbor before the Noon start time, probably by 10:30AM.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

[attachment "EPA QA Revised Starting.ppt" deleted by Vincent Mazaitis/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 11/7/2011 4:28:42 PM
Subject: 2013 Certification Preview Letter
CBI_DVWXV_COMMON_LTR_CPP_R00.PDF
william.rodgers@vw.com

As discussed.

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 11/7/2011 6:53:42 PM
Subject: RE: 2013 Certification Preview Letter

Dennis Reineke will call you on this. It's clearly not a US car but he has the means to track it down.

I think it's a "old-style" Beetle from Mexico but I'm not 100% sure. I've heard of these being imported in pieces and later titled as kit cars somehow.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, November 07, 2011 12:47 PM
To: Rodgers, William
Subject: Re: 2013 Certification Preview Letter

Bill, Illinois' State I/M testing has a VW that appears to have no OBD2 results. ITs listed as a 1997 Volkswagen. They say it is a Beetle, possibly imported from Mexico. Can you look up the VIN # and see what it is? Since its possibily from Mexico , I'm wondering if its a New or Old beetle.

vin

Ex. 6

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Mon 11/7/2011 8:05:11 PM
Subject: RE: Audi Q5 Hybrid
[CHUB-Q5A_Roadload_Derivation_11-1-11.pdf](#)
william.rodgers@vw.com
william.rodgers@vw.com

Hello Bill,

Please find enclosed the Road Load Derivation for CHUB-Q5A.

If you have any questions or concerns, please contact me.

Thanks,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/04/2011 09:42 AM
Subject: RE: Audi Q5 Hybrid

Hi Vince,

Can you send me your load determination sheet for this vehicle?

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 04, 2011 7:08 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: Audi Q5 Hybrid

Good morning Bill,

Please find enclosed the Laboratory Test Data for CHUB-Q5A. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/01/2011 03:48 PM
Subject: Audi Q5 Hybrid

Hello Vince,

As discussed, I have attached the Q5 Hybrid instructions.

PS

I also just spoke to Jim about the new test start time. I will have my colleague Andy Kramer standing by in Ann Arbor before the Noon start time, probably by 10:30AM.

Regards,

Bill Rodgers

Emissions Certification Specialist

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william.rodgers@vw.com

[attachment "EPA QA Revised Starting.ppt" deleted by Vincent Mazaitis/AA/USEPA/US]

d329
65 Plymouth Road
Ann Arbor, MI 48105
734-214-4200

Dyno-specific data:

Dyno No.: d329
Dyno name: 4 WD Cell 329
Factory number: NVFEL

Print date / time: 11/1/2011 / 14:35

Roadload derivation - Test ID: 633

Roadload derivation:**Settings:****Ambient data:**

PL ID: 419 / 437

Date: 11/01/2011

Time: 14:09:48

Measured temperature [°F]: 75.2

Measured air pressure [psi]: 14.301

System settings:

Reference temperature [°F]: 68.0

Reference air pressure [psi]: 14.504

Test settings:

Axle mode: 4WD

Log file:

Adjustment [%]: 100.00

Max. Runs: 20

Verification: 2

Vehicle information: Vehicle number CHUB-Q5A

Weight [lbs]: 4750

Rot. 2WD [lbs]: 70

Rot. 4WD [lbs]: 138

Drive : 4WD

Rotational direction : Forward

Country : US

Setting Road:

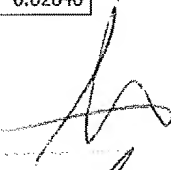
| No. | Vmax [mph] | Vmin [mph] | T-target [s] | F-target [lbf] | Error-F [lbf] |
|-----|---------------|---------------|-----------------|-------------------|------------------|
| 1 | 70.00 | 60.00 | 14.68 | 152.19 | 2.00 |
| 2 | 60.00 | 50.00 | 18.58 | 120.28 | 2.00 |
| 3 | 50.00 | 40.00 | 23.75 | 94.05 | 2.00 |
| 4 | 40.00 | 30.00 | 30.36 | 73.50 | 2.00 |
| 5 | 30.00 | 20.00 | 37.98 | 58.63 | 2.00 |
| 6 | 20.00 | 10.00 | 44.91 | 49.44 | 2.00 |

Setting Dyno:**Coefficients:**

| | |
|--|---------|
| Inertia [lbs] | 4750 |
| A _s [lbf] | 23.16 |
| B _s [lbf/mph] | -0.0434 |
| C _s [lbf/mph ²] | 0.02840 |

Coefficients:

| | |
|--|---------|
| Inertia [lbs] | 4888 |
| A _r [lbf] | 46.31 |
| B _r [lbf/mph] | -0.2170 |
| C _r [lbf/mph ²] | 0.02840 |

Signed by: 

Date: 11/1/11

Verified by: 

Date: 11-1-11

Comments:

324005

ECDM 4811

d329
 65 Plymouth Road
 Ann Arbor, MI 48105
 734-214-4200

Dyno-specific data:
 Dyno No.: d329
 Dyno name: 4 WD Cell 329
 Factory number: NVFEL

Roadload derivation - Test ID: 633

Print date / time: 11/1/2011 / 14:35

Overview:

Test status: Success

| Run No. | Category | A [lbf] | B [lbf/mph] | C [lbf/mph ²] | Max. error | |
|---------|----------|---------|-------------|---------------------------|------------|---------|
| | | | | | v [mph] | [lbf] |
| CD: 1 | meas | 87.89 | 0.2912 | 0.02626 | 69.94 | *-66.66 |
| cfm: 0 | veh | 64.73 | 0.3346 | -0.00214 | | |
| | next | -18.42 | -0.5516 | 0.03054 | 10.00 | *5.97 |
| CD: 2 | meas | 39.76 | -0.1588 | 0.02840 | | |
| cfm: 0 | veh | 58.18 | 0.3928 | -0.00214 | | |
| | next | -11.87 | -0.6098 | 0.03054 | 48.76 | *6.16 |
| CD: 3 | meas | 54.87 | -0.8206 | 0.03459 | | |
| cfm: 0 | veh | 66.74 | -0.2108 | 0.00404 | | |
| | next | -20.43 | -0.0062 | 0.02436 | 64.36 | *3.06 |
| CD: 4 | meas | 49.18 | -0.4013 | 0.02983 | | |
| cfm: 0 | veh | 69.61 | -0.3951 | 0.00518 | | |
| | next | -23.30 | 0.1781 | 0.02292 | 10.00 | 0.70 |
| CD: 5 | meas | 45.44 | -0.1997 | 0.02837 | | |
| cfm: 0 | veh | 68.74 | -0.3778 | 0.00544 | | |
| | next | -23.30 | 0.1781 | 0.02292 | 38.38 | 0.73 |
| CD: 6 | meas | 46.39 | -0.2591 | 0.02895 | | |
| cfm: 1 | veh | 69.68 | -0.4372 | 0.00603 | | |
| | next | -23.30 | 0.1781 | 0.02292 | 10.00 | 1.07 |
| CD: 7 | meas | 45.03 | -0.1941 | 0.02826 | | |
| cfm: 2 | veh | 68.33 | -0.3722 | 0.00534 | | |
| | next | -23.30 | 0.1781 | 0.02292 | | |

ECDM 48iv..

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Reineke, Dennis"
Sent: Mon 11/7/2011 9:23:29 PM
Subject: RE:

Hello Jim,

The VIN Illinois has provided describes a 1997 Classic Beetle (old). Mexican produced Beetles were never imported for sale by Volkswagen Group of America, Inc. This vehicles as produced in Mexico does not meet U.S. emissions or safety standard for the 197 model year.

The VIN breaks down as follows:

3 VW - WMI - Volkswagen de Mexico

ZZZ11 - VDS - ZZZ are filler characters, 11 represents the model type = old, classic or air cooled Beetle

V - MY - 1997

M - Plant - Pueblo

Please contact me or Bill Rodgers if you have additional questions.

Dennis E. Reineke
Certification Specialist
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road

Auburn Hills, MI 48326
USA
Phone: +1-248-754-4215
Fax : +1-248-754-4207
Mail To: Dennis.Reineke@vw.com

From: Rodgers, William
Sent: Monday, November 07, 2011 1:48 PM
To: Reineke, Dennis
Subject: FW:

Dennis,

Can this VIN be put into ETKA?

Model 113 does not ring a bell with me. Looks like a Mexican Type I Beetle?

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, November 07, 2011 12:47 PM
To: Rodgers, William
Subject: Re: 2013 Certification Preview Letter

Bill, Illinois' State I/M testing has a VW that appears to have no OBD2 results. It's listed as a 1997 Volkswagen. They say it is a Beetle, possibly imported from Mexico. Can you look up the VIN # and see what it is? Since it's possibly from Mexico, I'm wondering if it's a New or Old beetle.

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Ex. 6

Jim Snyder
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United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Vincent Mazaitis/AA/USEPA/US@EPA;Jim Snyder/AA/USEPA/US@EPA[]; im
Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 11/8/2011 12:32:36 PM
Subject: RE: Audi Q5 Hybrid
william.rodgers@vw.com
william.rodgers@vw.com
<mailto:Mazaitis.Vincent@epamail.epa.gov>
william.rodgers@vw.com

Thanks guys.

Please also, let us know what your schedule for this week's testing is.

Regards,

Bill Rodgers

Emissions Certification Specialist

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Rochester Hills, MI

United States

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fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Monday, November 07, 2011 3:05 PM

To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: RE: Audi Q5 Hybrid

Hello Bill,

Please find enclosed the Road Load Derivation for CHUB-Q5A.

If you have any questions or concerns, please contact me.

Thanks,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
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Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/04/2011 09:42 AM
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Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/01/2011 03:48 PM
Subject: Audi Q5 Hybrid

Hello Vince,

As discussed, I have attached the Q5 Hybrid instructions.

PS

I also just spoke to Jim about the new test start time. I will have my colleague Andy Kramer standing by in Ann Arbor before the Noon start time, probably by 10:30AM.

Regards,

Bill Rodgers

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william.rodgers@vw.com

[attachment "EPA QA Revised Starting.ppt" deleted by Vincent Mazaitis/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 11/15/2011 2:00:45 PM
Subject: RE: Audi testing

Thanks Jim,

Our resident Audi Engineer will be there at 7AM. His name is Marcos Marques –

Ex. 6

Regards,

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, November 15, 2011 8:19 AM
To: Rodgers, William
Subject: Audi testing

The Audi is scheduled for a 4 bag FTP, hwy and US06 on Thursday, after the new road load derivation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA;"Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 11/15/2011 2:44:40 PM
Subject: RE: Audi testing
william.rodgers@vw.com

Hello Vince,

As discussed, please send us the Audi Q5 Hybrid load derivation after its completed on Wednesday.

We will have an Audi Engineer at EPA on Thursday morning by 7AM to witness the start of the exhaust tests. His name is Marcos Marques - Ex. 6

Shall I have him ask for you at Security once he arrives?

Regards,

Bill Rodgers

Emissions Certification Specialist

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william.rodgers@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, November 15, 2011 8:19 AM
To: Rodgers, William
Subject: Audi testing

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Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Tue 11/15/2011 4:05:31 PM
Subject: RE: Audi testing
william.rodgers@vw.com

Hello Bill,

Thanks for the note. I'll send the road load derivation as soon as the lab makes it available. It's usually available with the Lab test results.

Yes, have Marcos give my name to Security. I'm usually here by 6:30 a.m. I'll call Marcos if there is a change.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 11/15/2011 09:44 AM
Subject: RE: Audi testing

Hello Vince,

As discussed, please send us the Audi Q5 Hybrid load derivation after its completed on Wednesday.

We will have an Audi Engineer at EPA on Thursday morning by 7AM to witness the start of the exhaust tests. His name is Marcos Marques - Ex. 6

Shall I have him ask for you at Security once he arrives?

Regards,

Bill Rodgers

Emissions Certification Specialist

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Rochester Hills, MI

United States

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william.rodgers@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, November 15, 2011 8:19 AM
To: Rodgers, William
Subject: Audi testing

The Audi is scheduled for a 4 bag FTP, hwy and US06 on Thursday, after the new road load derivation.

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Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 11/16/2011 4:54:17 PM
Subject: VW Group Running Change CV2.5259_03_11
william.rodgers@vw.com

Hello Jim,

I have uploaded several running changes related to the addition of Beetle Convertible FEDVs to four 2012 model year test groups (listed below). Certificate requests for each test group have also been submitted to allow the new carline to be added to the Certificates.

Test Groups:

CVWXV02.5259

CVWXV02.5U35

CVWXV02.03PA

CADXJ02.03UA

In one case, I was unable to process a new Test Group input file in Verify due to Verify release 9 issues related to EPA confirmed test results. A Verify help desk ticket has been opened to have EPA test results resubmitted with CREE/Opt-CREE values. As the result, the following Application revision was submitted without an updated Section 7 CSI to reflect the added Beetle Convertible. This application will be corrected in the Update coming soon, assuming the EPA test issues are resolved by that time. I hope this will not delay the approval of the revised certificate for this test group. Please let me know if you have any questions or concerns.

Application to be revised:

CBI_CVWXV02.5259_APP_INI_R03.PDF

Regards,

Bill Rodgers

Emissions Certification Specialist

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william.rodgers@vw.com

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA;"Rodgers, William"
[William.Rodgers@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 10:42:22 PM
Subject: Re: 2nd RLD of 2012 Q5 HEV

I spoke too soon. The new coefficients aren't really better when totalled. Hot test results are in Verify.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 11/17/2011 04:39 PM
Subject: 2nd RLD of 2012 Q5 HEV

Here's the RLD results. I circled the final set coefficients. The A and B look a lot closer to Audi's numbers. This should help correlation.

[attachment "2012 Q5 HEV 2nd RLD.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "2012 Q5 HEV 2nd RLD pg2.pdf" deleted by Jim Snyder/AA/USEPA/US]

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 11:34:43 PM
Subject: Re: VW Group RE: Question from Lamborghini
robert.hart@vw.com

I happened to talk to Ben about E85 testing and he said he prefers flex-fuel vehicles arrive with E85 first so they don't need as much e85 fuel to do the switchover.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 10/27/2011 06:05 PM
Subject: Re: VW Group RE: Question from Lamborghini

See my answers in red. **Ex. 6**

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 10/27/2011 08:49 AM
Subject: VW Group RE: Question from Lamborghini

Jim,
One last item for today. I am following up for Bob Hart **Ex. 6** Have you had the chance to look at the following questions?
Thanks,
Bill

From: Hart, Robert (VWoA)
Sent: Monday, October 24, 2011 9:55 AM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Rodgers, William
Subject: Question from Lamborghini

Hello Jim,

Lamborghini's first flex-fuel car is scheduled for MY 2013. They have some questions since they have no previous experience with flex-fuel vehicle confirmatory tests at the EPA.

Due to the number of possible fuel changes - between gasoline, E10 and E85 fuels, Lamborghini would like to know the order tests are performed at the EPA when a flex-fuel car is tested with evap tests included.

1) I think you told me that testing will start with whatever fuel type is in the flex-fuel vehicle when it arrives and it doesn't matter which one it is. Does it make the most sense to start with gasoline? I believe Ben Haynes in the lab has a practical preference for starting with gasoline first to minimize the E85 we have to drain and scrap.

2) Can Lamborghini request extra preconditioning between the switch from E10/E85 to gasoline to purge the ethanol from the fuel system? Yes.

3) If evap test confirmation is included, will both gasoline and E10 tests be performed at the EPA? We currently don't Evap test with E10 but plan to in the future with the new shed. Definitely not in this round of testing if its in the next 3 months.

Ex. 6

Please Cc Bill Rodgers (William.rodgers@vw.com) on your reply.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 11/18/2011 12:04:54 PM
Subject: CHUB-Q5A Hwy & US06 Laboratory Test Data
[CHUB-Q5A_11-17-11.pdf](#)

Hello Bill,

Please find enclosed the Hwy and US06 Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Best regards,

Vince Mazaitis

CERT

| NVFEL Laboratory Test Data | | | | | | | CVS |
|--|--|--|---------------------|---------------------------------|---------------------------|------------|--------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2011-0324-007 | | | | Vehicle ID: CHUB-Q5A | | | |
| Test Information | | Test Date: 11/17/2011 | | MFR Name: AUDI | | | |
| | | Key Start: 09:25:43 | | MFR Codes: 640 | | ADX | |
| | | Fuel Container ID: F00023 | | Config #: 00 | | | |
| | | Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: S | | | |
| | | Test Procedure: 03 HWFET (hwfetprep_hwfet) | | Shift Schedule: A09980011 | | | |
| | | Calculation Method: Gasoline | | Beginning Odometer: 004878.0 MI | | | |
| | | Pretest Remarks: | | Drive Schedule: hwfet_hwfet | | | |
| | | | | | | | |
| Bag Data | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> |
| Phase 1 | | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) |
| Sample | | 3.906 | 39.014 | 0.304 | 1.276 | 2.340 | |
| Ambient | | 2.532 | 0.195 | 0.012 | 0.045 | 1.958 | |
| Net Concentration | | 1.616 | 38.837 | 0.293 | 1.235 | 0.569 | 0.941 |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| | | | | | | | |
| Results | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> |
| | | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) |
| Phase 1 | | 0.011 | 0.516 | 0.006 | 257.9 | 0.004 | 0.006 / 0.006 |
| | | | | | | | |
| | | (NMOG=1.04xNMHC) | | | | | |
| | | | | | | | |
| Fuel Economy | | <u>Gasoline MPG</u> | | | <u>Dyno Settings</u> | | |
| Phase 1 | | 34.41 | | | Dyno #: D329 - AWD | | |
| | | | | | Inertia: 4750 | | |
| | | | | | EPA Set Co A: -9.61 | | |
| | | | | | EPA Set Co B: -0.164 | | |
| | | | | | EPA Set Co C: 0.02573 | | |
| | | <u>1% SOC Limit</u> | <u>Act SOC A-hr</u> | <u>Sys Nom Volts</u> | <u>Charge State</u> | | |
| | | 0.3782 | 0.0005 | 264.0 | Pass | | |
| | | | | | Emiss-Bench: Mexa 7200sle | | |
| | | | | | | | |

v101208 - d329 EPAVDAEm111117085526Page 1 of 2Print Time 17-Nov-2011 14:12

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-007

Vehicle ID: CHUB-Q5A

Results



| | HC-FID | CO | NOx | CO2 | CH4 | NMHC | Meth Response |
|---------|---------|---------|---------|---------|---------|---------|---------------|
| | (grams) | (grams) | (grams) | (grams) | (grams) | (grams) | |
| Phase 1 | 0.109 | 5.284 | 0.059 | 2641.2 | 0.044 | 0.063 | 1.185 |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|--------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.08 | | | |
| Avg Cell Temp (degF) | 75.79 | | | |
| Dew Point (degF) | 47.93 | | | |
| Specific Humidity (grains/lbm) | 50.97 | | | |
| NOx Corr Factor | 0.8985 | | | |
| CO2 Dilution Factor | 10.469 | | | |
| CFV Vmix (scf @68F) | 4126.85 | | | |

CVS Flow Rate Avg (scfm) 323.67

Fan Placement: One Fan - Up - Front

| | |
|--------------------------|--------|
| Phase Time (secs) | 765.00 |
| Distance (miles) | 10.240 |
| Bag Analysis Time (secs) | 144.8 |

MFR Test Results

for Procedure 3 HWFE

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|-------|-----|------|------------|
| 1E+07 | 0.0125 | 0.25 | 0.005 | 223 | 0 | 0.0095 |

Odometer
4301 M

MPG
39.8


MPG is 15.66 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

C8125

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|--|---|----------------------|-------------------------------------|----------------------|---------------------|-------------------------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2011-0324-009 | | | | Vehicle ID: CHUB-Q5A | | | |
|  | | Test Date: 11/17/2011 | | MFR Name: AUDI | | | |
| | | Key Start: 10:19:29 | | MFR Codes: 640 | | ADX | |
| | | Fuel Container ID: F00023 | | Config #: 00 | | | |
| | | Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: S | | | |
| | | Test Procedure: 89 us062bag (us06warmup_2bagus06) | | Shift Schedule: A09980041 | | | |
| | | Calculation Method: Gasoline | | Beginning Odometer: 004898.0 MI | | | |
| Pretest Remarks: | | | | Drive Schedule: us06warmup_2bagus06 | | | |
| | | | | | | | |
| Bag Data | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> |
| | | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) |
| Phase 1 | | | | | | | |
| Sample | | 3.829 | 84.307 | 0.637 | 0.873 | 2.197 | |
| Ambient | | 2.534 | 0.000 | 0.010 | 0.043 | 1.924 | |
| Net Concentration | | 1.462 | 84.307 | 0.627 | 0.833 | 0.400 | 0.987 |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | | 3.131 | 40.744 | 1.413 | 1.179 | 2.031 | |
| Ambient | | 2.559 | 0.000 | 0.010 | 0.044 | 1.929 | |
| Net Concentration | | 0.797 | 40.744 | 1.403 | 1.139 | 0.272 | 0.475 |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Results | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> |
| | | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) |
| Phase 1 | | 0.030 | 3.444 | 0.038 | 534.8 | 0.009 | 0.020 / 0.021 |
| Phase 2 | | 0.007 | 0.724 | 0.037 | 318.1 | 0.003 | 0.004 / 0.004 |
| Composite | | 0.01200 | 1.32429 | 0.03714 | 365.934 | 0.00423 | (NMOG=1.04xNMHC) 0.0077 / 0.0080 |
| Fuel Economy | | <u>Gasoline MPG</u> | <u>Dyno Settings</u> | | | | <u>Dyno #:</u> D329 - AWD |
| Phase 1 | | 16.48 | | | | | Inertia: 4750 |
| Phase 2 | | 27.89 | | | | | EPA Set Co A: -9.61 |
| | | | | | | | EPA Set Co B: -0.164 |
| | | | | | | | EPA Set Co C: 0.02573 |
| | | | <u>1% SOC Limit</u> | <u>Act SOC A-hr</u> | <u>Sys Nom Volts</u> | <u>Charge State</u> | |
| | | | 0.4200 | 0.0212 | 264.0 | Pass | |
| Composite | | 24.19 | | | | | Emiss-Bench: Mexa 7200ste |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-009

Vehicle ID: CHUB-Q5A

Results



| | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.052 | 6.078 | 0.067 | 943.9 | 0.017 | 0.035 | 1.185 |
| Phase 2 | 0.044 | 4.511 | 0.230 | 1981.9 | 0.017 | 0.026 | |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|--------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.08 | 29.08 | | |
| Avg Cell Temp (degF) | 75.13 | 75.17 | | |
| Dew Point (degF) | 48.00 | 48.49 | | |
| Specific Humidity (grains/lbm) | 51.10 | 52.07 | | |
| NOx Corr Factor | 0.8990 | 0.9027 | | |
| CO2 Dilution Factor | 15.190 | 11.322 | | |
| CFV Vmix (scf @68F) | 2186.67 | 3357.77 | | |

CVS Flow Rate Avg (scfm) 552.89 551.96

Fan Placement: US06 Only - One Large Fan - Up - Front

| | | | |
|--------------------------|--------|--------|--------|
| Phase Time (secs) | 130.00 | 365.00 | 107.30 |
| Distance (miles) | 1.765 | 6.231 | |
| Bag Analysis Time (secs) | 149.8 | 402.0 | |

MFR Test Results

for Procedure 90 US06

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|-------|-----|------|------------|
| 1E+07 | 0.0139 | 0.63 | 0.015 | 322 | 0 | 0.0097 |

Odometer
4321 M

MPG
27.5

MPG is 13.68 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Fri 11/18/2011 3:26:25 PM
Subject: RE: CHUB-Q5A Hwy & US06 Laboratory Test Data

Hello Vince,

Can you confirm whether the hood latch was in place during the 2nd load determination?

Thanks,

Bill

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 18, 2011 7:05 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: CHUB-Q5A Hwy & US06 Laboratory Test Data

Hello Bill,

Please find enclosed the Hwy and US06 Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Best regards,

Vince Mazaitis

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 11/21/2011 10:17:52 PM
Subject: Verify errors for EPA tests
william.rodgers@vw.com

<TransactionStatusDetails>

<TransactionStatusIdentifier>REJECTED</TransactionStatusIdentifier>

<TransactionMessageText>LD-CERT-TG-BR190 - If there exists any Official Test Number(s), then each of the Test Number(s) must be entered as an Exhaust Test Number (TG-202.5). (Test Group Fuel (TG-217.1): G)</TransactionMessageText>

<TransactionMessageText>LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BVWX91000667)</TransactionMessageText>

<TransactionMessageText>LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BVWX91000666)</TransactionMessageText>

</TransactionStatusDetails>

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA; [Ex. 4 - CBI@csc.com];
[Ex. 4 - CBI@csc.com>]; [Ex. 7@vw.com]; [Ex. 7
[Ex. 7@vw.com]; [Ex. 7@vw.com]; [Ex. 7
[Ex. 7@vw.com]
From: [Ex. 7]
Sent: Wed 11/23/2011 1:33:02 PM
Subject: VW Group- EPA test re-processing
[Ex. 7@vw.com]

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666

BVWX91000667

BVWX91000842

BVWX91000820

9VWX09009736

9VWX09009737

CVWX91000985

CVWX91000960

CADX91000966

CADX91000967

CADX91000988

CADX91000951

BBEX91000679

BBEX91000680

BBEX91000783

BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

To: [Ex. 7]@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]; [Ex. 4 - CBI]@csc.com[]
From: CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US
Sent: Wed 11/23/2011 6:13:23 PM
Subject: Re: VW Group- EPA test re-processing
[Ex. 7]@vw.com

William,

I have pulled copies of each of the tests specified and tried to re-submit them.

I can't re-submit BVWX91000666 because test group CVWXV02.5259 is locked
I cant re-submit BVWX91000667 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000842 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked
I can't re-submit BVWX91000820 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

CVWX91000985 has been re-submitted, accepted, and CREE is now calculated
CVWX91000960 has been re-submitted, accepted, and CREE is now calculated

CADX91000966 has been re-submitted, accepted, and CREE is now calculated
CADX91000967 has been re-submitted, accepted, and CREE is now calculated

CADX91000988 has been re-submitted, accepted, and CREE is now calculated
CADX91000951 has been re-submitted, accepted, and CREE is now calculated

I can't re-submit BBEX91000679 because test group CBEXV06.0501 is locked
I can't re-submit BBEX91000680 because test group CBEXV06.0501 is locked

BBEX91000783 has been re-submitted, accepted, and CREE is now calculated
BBEX91000758 has been re-submitted, accepted, and CREE is now calculated

If you can get the the 4 testgroups unlocked within the next hour, I will try to get them re-submitted again this afternoon.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfe/>

From: [Ex. 7]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA; [Ex. 4 - CBI]@csc.com>; [Ex. 7]
[Ex. 7]@vw.com>; [Ex. 7]@vw.com>; [Ex. 7]
[Ex. 7]@vw.com>

Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: Robert Peavyhouse/AA/USEPA/US@EPA;Jim Snyder/AA/USEPA/US@EPA[]; im Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com]; [Ex. 7]
[Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Wed 11/23/2011 7:03:12 PM
Subject: RE: VW Group- EPA test re-processing
[Ex. 7]@vw.com
<http://www.epa.gov/nvfe/>
[Ex. 7]@vw.com

Hello Bob and Jim,

1) The active Certification request for test group CVWXV02.5259 will have to be denied by EPA. It can wait until Monday if need be.

Error: There cannot be a pending certificate request for this Test Group (CR-2) and Evaporative/Refueling Family (CR-3) in the system. The certificate must either be issued or denied before a new certificate request with CR-0.5 (Process Code) equal to 'N' (New) can be submitted.

2) I've asked our Porsche contact to unlock their certificates you referenced below BPRXT03.0CHD and CPRXT03.0CHD. They use our VW Touareg Hybrid tests for their Cayenne Hybrid. We will let you know when that happens.

3) CBEXV06.0501 has now been unlocked.

Thanks for the help,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

From: Peavyhouse.Robert@epamail.epa.gov [mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Wednesday, November 23, 2011 1:13 PM
To: **Ex. 7**
Cc: Snyder.Jim@epamail.epa.gov; **Ex. 7**; **Ex. 4 - CBI**@csc.com
Subject: Re: VW Group- EPA test re-processing

Ex. 7

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I can't re-submit BVWX91000842 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked
I can't re-submit BVWX91000820 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

CVWX91000985 has been re-submitted, accepted, and CREE is now calculated
CVWX91000960 has been re-submitted, accepted, and CREE is now calculated

CADX91000966 has been re-submitted, accepted, and CREE is now calculated
CADX91000967 has been re-submitted, accepted, and CREE is now calculated

CADX91000988 has been re-submitted, accepted, and CREE is now calculated
CADX91000951 has been re-submitted, accepted, and CREE is now calculated

I can't re-submit BBEX91000679 because test group CBEXV06.0501 is locked
I can't re-submit BBEX91000680 because test group CBEXV06.0501 is locked

BBEX91000783 has been re-submitted, accepted, and CREE is now calculated
BBEX91000758 has been re-submitted, accepted, and CREE is now calculated

If you can get the the 4 testgroups unlocked within the next hour, I will try to get them re-submitted again this afternoon.

Robert Peavyhouse

Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: http://www.epa.gov/nvfel/

From: [REDACTED] **Ex. 7** [REDACTED]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <[REDACTED] **Ex. 4 - CBI** [REDACTED]@csc.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,
We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

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BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: [Ex. 7]@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US
Sent: Wed 11/23/2011 7:16:06 PM
Subject: RE: VW Group- EPA test re-processing

[Ex. 7]@vw.com
<http://www.epa.gov/nvfel/>

[Ex. 7]@vw.com

Ex. 7

BBEX91000679 and BBEX91000680 have been re-submitted, accepted, and CREE is now calculated

Let me know when the other ones are unlocked, and I will re-submit them.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: [Ex. 7]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA, Jim Snyder/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com>, [Ex. 7]@vw.com>
Date: 11/23/2011 02:03 PM
Subject: RE: VW Group- EPA test re-processing

Hello Bob and Jim,

1) The active Certification request for test group CVWXV02.5259 will have to be denied by EPA. It can wait until Monday if need be.

Error: There cannot be a pending certificate request for this Test Group (CR-2) and Evaporative/Refueling Family (CR-3) in the system. The certificate must either be issued or denied before a new certificate request with CR-0.5 (Process Code) equal to 'N' (New) can be submitted.

2) I've asked our Porsche contact to unlock their certificates you referenced below BPRXT03.0CHD and CPRXT03.0CHD. They use our VW Touareg Hybrid tests for their Cayenne Hybrid. We will let you know when that happens.

3) CBEXV06.0501 has now been unlocked.

Thanks for the help,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

From: Peavyhouse.Robert@epamail.epa.gov [mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Wednesday, November 23, 2011 1:13 PM
To: **Ex. 7**
Cc: Snyder.Jim@epamail.epa.gov; **Ex. 7**; **Ex. 4 - CBI** @csc.com
Subject: Re: VW Group- EPA test re-processing

Ex. 7

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I cant re-submit BVWX91000667 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000842 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked
I can't re-submit BVWX91000820 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

CVWX91000985 has been re-submitted, accepted, and CREE is now calculated
CVWX91000960 has been re-submitted, accepted, and CREE is now calculated

CADX91000966 has been re-submitted, accepted, and CREE is now calculated
CADX91000967 has been re-submitted, accepted, and CREE is now calculated

CADX91000988 has been re-submitted, accepted, and CREE is now calculated
CADX91000951 has been re-submitted, accepted, and CREE is now calculated

I can't re-submit BBEX91000679 because test group CBEXV06.0501 is locked
I can't re-submit BBEX91000680 because test group CBEXV06.0501 is locked

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Robert Peavyhouse
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U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: [Ex. 7]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, [Ex. 4 - CBI]@csc.com>, [Ex. 7]@vw.com>, [Ex. 7]@vw.com>, [Ex. 7]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

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BVWX91000667

BVWX91000842
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9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

[Ex. 7]

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Mon 11/28/2011 6:48:55 PM
Subject: FW: VW Group- EPA test re-processing
william.rodgers@vw.com
<http://www.epa.gov/nvfe/>

Jim,

I have uploaded the re-revised Application and submitted a certification request for the test group CVWXV02.5259. You should now be able to process a certificate to include the Beetle Convertible carline.

Of interest is the newly calculated Opt-CREE does not appear in the Section 7 CSI after Bob Peavyhouse included it in the EPA tests mentioned below. Although not a show stopper for now, it would be a good reference to have for the future.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Peavyhouse.Robert@epamail.epa.gov [mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Monday, November 28, 2011 10:21 AM
To: Rodgers, William
Subject: RE: VW Group- EPA test re-processing

Bill,

Tests BVWX91000666 and BVWX91000667 now have CREE and Opt-CREE calculated.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfe/>

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 12/1/2011 2:00:09 PM
Subject: RE: CHUB-Q5A Laboratory Test Data
william.rodgers@vw.com

Hello Vince,

Can you please email me scans of the lab results from yesterday's Audi Q5 Hybrid retests.

If they were already faxed, its possible they went to my telephone number because I have been receiving calls from a fax machine this morning.

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Thur 12/1/2011 2:07:58 PM
Subject: RE: CHUB-Q5A Laboratory Test Data
[CHUB-Q5A_11-30-2011.pdf](#)
william.rodgers@vw.com

Good morning Bill,

Please find enclosed the Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/01/2011 09:00 AM
Subject: RE: CHUB-Q5A Laboratory Test Data

Hello Vince,

Can you please email me scans of the lab results from yesterday's Audi Q5 Hybrid retests.

If they were already faxed, its possible they went to my telephone number because I have been receiving calls from a fax machine this morning.

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office


Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|-----------------|---|--------------|---------------------------------|---------------|-------------------------------------|----------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2011-0324-012 | | | | Vehicle ID: CHUB-Q5A | | | |
|  | | Test Date: 11/30/2011 | | MFR Name: AUDI | | | |
| | | Key Start / Hot Soak: 08:27:04 / 09:36 | | MFR Codes: 640 | | ADX | |
| | | Fuel Container ID: F00023 | | Config #: 00 | | | |
| | | Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: S | | | |
| | | Test Procedure: 21.04 Fed Fuel 2-day Exhaust (CAN LOAD) | | Shift Schedule: A09980005 | | | |
| | | Calculation Method: Gasoline | | Beginning Odometer: 004930.0 MI | | | |
| Pretest Remarks: | | | | Drive Schedule: ftp4bag | | | |
| | | | | Soak Period: 18.7 hours | | | |
| Bag Data | | | | | | | |
| Phase 1 | | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
| Sample | | 6.402 | 29.015 | 2.000 | 1.033 | 2.583 | |
| Ambient | | 2.408 | 0.000 | 0.004 | 0.043 | 1.925 | |
| Net Concentration | | 4.181 | 29.015 | 1.996 | 0.994 | 0.807 | 3.225 |
| Remarks: | | | | | | | |
| Phase 2 | | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
| Sample | | 2.432 | 8.765 | 0.452 | 0.536 | 1.877 | |
| Ambient | | 2.401 | 0.000 | 0.003 | 0.042 | 1.924 | |
| Net Concentration | | 0.128 | 8.765 | 0.449 | 0.496 | 0.030 | 0.092 |
| Remarks: | | | | | | | |
| Phase 3 | | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
| Sample | | 2.565 | 11.363 | 0.525 | 0.830 | 1.909 | |
| Ambient | | 2.359 | 0.000 | 0.003 | 0.042 | 1.921 | |
| Net Concentration | | 0.353 | 11.363 | 0.522 | 0.790 | 0.107 | 0.226 |
| Remarks: | | | | | | | |
| Phase 4 | | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
| Sample | | 2.411 | 15.231 | 0.563 | 0.521 | 1.884 | |
| Ambient | | 2.371 | 0.000 | 0.006 | 0.042 | 1.917 | |
| Net Concentration | | 0.133 | 15.231 | 0.558 | 0.481 | 0.042 | 0.083 |
| Remarks: | | | | | | | |
| Results | | | | | | | |
| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
| Phase 1 | 0.052 | 0.729 | 0.074 | 392.7 | 0.012 | 0.040 / 0.042 | 22.653 |
| Phase 2 | 0.003 | 0.351 | 0.027 | 312.1 | 0.001 | 0.002 / 0.002 | 28.544 |
| Phase 3 | 0.004 | 0.287 | 0.020 | 314.1 | 0.002 | 0.003 / 0.003 | 28.377 |
| Phase 4 | 0.003 | 0.609 | 0.033 | 302.4 | 0.001 | 0.002 / 0.002 | 29.419 |
| Weighted | 0.01335 | 0.48831 | 0.03655 | 326.503 | 0.00327 | (NMOG=1.04xNMHC) 0.0100 / 0.0104 | |
| Fuel Economy | | | | | | | |
| | Gasoline MPG | | | | Dyno Settings | Dyno #: D329 - AWD | |
| Phase 1 | 22.60 | | | | | Inertia: 4750 | |
| Phase 2 | 28.48 | | | | | EPA Set Co A: -9.61 | |
| Phase 3 | 28.31 | | | | | EPA Set Co B: -0.164 | |
| Phase 4 | 29.35 | 1% SOC Limit | Act SOC A-hr | Sys Nom Volts | Charge State | EPA Set Co C: 0.02573 | |
| | | 0.6968 | -0.136 | 264.0 | Pass | | |
| Weighted | 27.16 | | | | | Emiss-Bench: Mexa 7200ste | |
| v101208 - d329 EPAVDAEm111130075524 Page 1 of 2 Print Time 30-Nov-2011 16:30 | | | | | | | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-012

Vehicle ID: CHUB-Q5A

| Results | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.187 | 2.620 | 0.267 | 1410.4 | 0.042 | 0.144 | 1.185 |
| Phase 2 | 0.010 | 1.353 | 0.103 | 1203.2 | 0.003 | 0.007 | |
| Phase 3 | 0.016 | 1.031 | 0.070 | 1126.9 | 0.006 | 0.010 | |
| Phase 4 | 0.010 | 2.352 | 0.128 | 1167.6 | 0.004 | 0.006 | |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|-------------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 28.88 | 28.89 | 28.90 | 28.91 |
| Avg Cell Temp (degF) | 75.32 | 75.35 | 75.20 | 75.64 |
| Dew Point (degF) | 48.49 | 48.23 | 48.36 | 48.40 |
| Specific Humidity (grains/lbm) | 52.40 | 51.88 | 52.13 | 52.20 |
| NOx Corr Factor | 0.9040 | 0.9020 | 0.9029 | 0.9032 |
| CO2 Dilution Factor | 12.924 | 24.943 | 16.126 | 25.61 |
| CFV Vmix (scf @68F) | 2738.67 | 4683.76 | 2752.66 | 4683.05 |
| CVS Flow Rate Avg (scfm) | 324.04 | 321.17 | 325.63 | 323.08 |
| Fan Placement: One Fan - Up - Front | | | | |
| Phase Time (secs) | 507.10 | 870.00 | 507.20 | 869.70 |
| Distance (miles) | 3.592 | 3.855 | 3.588 | 3.861 |
| Bag Analysis Time (secs) | 143.8 | 148.7 | 143.8 | 154.8 |

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|------|-----|------|------------|
| 1E+07 | 0.0163 | 0.51 | 0.03 | 306 | 0 | 0.0136 |

Odometer
4448 M

MPG
29

MPG is 6.76 % higher than EPA MPG

MFR Lab: Audi AG Neckarsulm

Dyno: 7

Fuel: 61 Tier 2 Cert Gasoline

| NVFEL Laboratory Test Data | | | | | | | CVS |
|--|--------------|---------------------------------|--------------|-----------------------|--------------|---------------|---------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2011-0324-013 | | Vehicle ID: CHUB-Q5A | | | | | |
| Test Date: 11/30/2011 | | MFR Name: AUDI | | | | | |
| Key Start: 09:54:55 | | MFR Codes: 640 ADX | | | | | |
| Fuel Container ID: F00023 | | Config #: 00 | | | | | |
| Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: S | | | | | |
| Test Procedure: 03 HWFET (hwfetprep_hwfet) | | Shift Schedule: A09980011 | | | | | |
| Calculation Method: Gasoline | | Beginning Odometer: 004945.0 MI | | | | | |
| Pretest Remarks: | | Drive Schedule: hwfet_hwfet | | | | | |
| | | | | | | | |
| Bag Data | | | | | | | |
| | HC-FID | CO | NOx | CO2 | CH4 | NonMeth HC | |
| Phase 1 | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Sample | 3.255 | 26.889 | 0.323 | 1.239 | 2.150 | | |
| Ambient | 2.354 | 0.000 | 0.003 | 0.043 | 1.919 | | |
| Net Concentration | 1.119 | 26.889 | 0.320 | 1.200 | 0.408 | 0.635 | |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Results | | | | | | | |
| | HC-FID | CO | NOx | CO2 | CH4 | NMHC / NMOG | Vol MPG |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.007 | 0.356 | 0.006 | 249.9 | 0.003 | 0.004 / 0.004 | 35.625 |
| (NMOG=1.04xNMHC) | | | | | | | |
| Fuel Economy | | | | | | | |
| | Gasoline MPG | Dyno Settings | | Dyno #: D329 - AWD | | | |
| Phase 1 | 35.54 | | | Inertia: 4750 | | | |
| | | | | EPA Set Co A: -9.61 | | | |
| | | | | EPA Set Co B: -0.164 | | | |
| | | | | EPA Set Co C: 0.02573 | | | |
| | | 1% SOC Limit | Act SOC A-hr | Sys Nom Volts | Charge State | | |
| | | 0.3661 | 0.0346 | 264.0 | Pass | | |
| Emiss-Bench: Mexa 7200sle | | | | | | | |
| v101208 - d329 EPAVDAEm111130093118 | | | | | | | |
| Page 1 of 2 | | | | | | | |
| Print Time 30-Nov-2011 16:30 | | | | | | | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-013

Vehicle ID: CHUB-Q5A

Results



| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC</u> | <u>Meth Response</u> |
|---------|---------------|-----------|------------|------------|------------|-------------|----------------------|
| | (grams) | (grams) | (grams) | (grams) | (grams) | (grams) | |
| Phase 1 | 0.075 | 3.648 | 0.064 | 2558.9 | 0.032 | 0.043 | 1.185 |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|--------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 28.92 | | | |
| Avg Cell Temp (degF) | 75.36 | | | |
| Dew Point (degF) | 48.37 | | | |
| Specific Humidity (grains/lbm) | 52.10 | | | |
| NOx Corr Factor | 0.9028 | | | |
| CO2 Dilution Factor | 10.790 | | | |
| CFV Vmix (scf @68F) | 4115.19 | | | |

CVS Flow Rate Avg (scfm) 322.72

Fan Placement: One Fan - Up - Front

| | |
|--------------------------|--------|
| Phase Time (secs) | 765.10 |
| Distance (miles) | 10.238 |
| Bag Analysis Time (secs) | 144.8 |

MFR Test Results

for Procedure 3 HWFE

| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> |
|-------------------|-----------|-----------|------------|------------|-------------|-------------------|
| 1E+07 | 0.0125 | 0.25 | 0.005 | 223 | 0 | 0.0095 |

Odometer
4301 M

MPG
39.8


MPG is 11.98 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

cert

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|--|-------------------------------------|---------------------|-------------------------------------|---------------------|------------------------------|-------------------------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2011-0324-011 | | | | Vehicle ID: CHUB-Q5A | | | |
|  | | Test Date: 11/30/2011 | | MFR Name: AUDI | | | |
| | | Key Start: 10:38:12 | | MFR Codes: 640 | | ADX | |
| | | Fuel Container ID: F00023 | | Config #: 00 | | | |
| | | Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: S | | | |
| | | Test Procedure: 89 US06 | | Shift Schedule: A09980041 | | | |
| | | Calculation Method: Gasoline | | Beginning Odometer: 005965.0 MI | | | |
| Pretest Remarks: | | | | Drive Schedule: us06warmup_2bagus06 | | | |
| Bag Data | | | | | | | |
| Phase 1 | | <u>HC-FID</u> (ppmC) | <u>CO</u> (ppm) | <u>NOx</u> (ppm) | <u>CO2</u> (%) | <u>CH4</u> (ppm) | <u>NonMeth HC</u> (ppmC) |
| Sample | | 3.327 | 99.050 | 1.166 | 0.931 | 2.095 | |
| Ambient | | 2.319 | 0.000 | 0.014 | 0.043 | 1.899 | |
| Net Concentration | | 1.172 | 99.050 | 1.153 | 0.891 | 0.329 | 0.782 |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | | 2.751 | 29.157 | 1.115 | 1.164 | 1.923 | |
| Ambient | | 2.344 | 0.000 | 0.010 | 0.044 | 1.901 | |
| Net Concentration | | 0.611 | 29.157 | 1.106 | 1.124 | 0.188 | 0.389 |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Results | | | | | | | |
| | | <u>HC-FID</u> (gpm) | <u>CO</u> (gpm) | <u>NOx</u> (gpm) | <u>CO2</u> (gpm) | <u>CH4</u> (gpm) | <u>NMHC / NMOG</u> (gpm) |
| Phase 1 | | 0.023 | 3.996 | 0.069 | 565.0 | 0.008 | 0.016 / 0.016 |
| Phase 2 | | 0.005 | 0.515 | 0.029 | 312.3 | 0.002 | 0.003 / 0.004 |
| Composite | | 0.00935 | 1.28686 | 0.03789 | 368.298 | 0.00316 | (NMOG=1.04xNMHC) 0.0061 / 0.0064 |
| Fuel Economy | | <u>Gasoline MPG</u> | | <u>Dyno Settings</u> | | <u>Dyno #:</u> D329 - AWD | |
| Phase 1 | | 15.58 | | | | Inertia: 4750 | |
| Phase 2 | | 28.44 | | | | EPA Set Co A: -9.61 | |
| | | | | | | EPA Set Co B: -0.164 | |
| | | | | | | EPA Set Co C: 0.02573 | |
| | | <u>1% SOC Limit</u> | <u>Act SOC A-hr</u> | <u>Sys Nom Volts</u> | <u>Charge State</u> | | |
| | | 0.4221 | -0.0049 | 264.0 | Pass | | |
| Composite | | 24.06 | | | | Emiss-Bench: Mexa 7200sle | |
| v101208 - d329 | | EPAVDAEm111130101509 | | Page 1 of 2 | | Print Time 30-Nov-2011 16:30 | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-011

Vehicle ID: CHUB-Q5A

Results



| | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.041 | 7.080 | 0.122 | 1001.0 | 0.013 | 0.028 | 1.185 |
| Phase 2 | 0.033 | 3.206 | 0.181 | 1942.6 | 0.012 | 0.021 | |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|--------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 28.95 | 28.95 | | |
| Avg Cell Temp (degF) | 75.01 | 74.80 | | |
| Dew Point (degF) | 48.36 | 48.53 | | |
| Specific Humidity (grains/lbm) | 52.04 | 52.38 | | |
| NOx Corr Factor | 0.9026 | 0.9039 | | |
| CO2 Dilution Factor | 14.232 | 11.478 | | |
| CFV Vmix (scf @68F) | 2167.88 | 3334.67 | | |

CVS Flow Rate Avg (scfm) 548.60 548.17

Fan Placement: USO6 Only - One Large Fan - Up - Front

| | | | |
|--------------------------|--------|--------|--------|
| Phase Time (secs) | 130.00 | 365.00 | 107.09 |
| Distance (miles) | 1.772 | 6.221 | |
| Bag Analysis Time (secs) | 149.8 | 401.8 | |

MFR Test Results

for Procedure 90 US06

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|-------|-----|------|------------|
| 1E+07 | 0.0139 | 0.63 | 0.015 | 322 | 0 | 0.0097 |

Odometer
4321 M

MPG
27.5

MPG is 14.28 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Arvon Mitcham/AA/USEPA/US@EPA; [Ex. 7]@vw.com];
[Ex. 7]@vw.com]; [Ex. 7]@vw.com];
[Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 12/1/2011 2:43:42 PM
Subject: Durability Procedure Carryover

Hello Jim:

Just a note to inform you that Volkswagen submitted to VERIFY a request for carryover of previously-approved durability procedures for the 2013 model year.

Best regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com]; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 12/17/2011 3:02:34 PM
Subject: VW Group: 2011 Common Section RFA
[Ex. 7]@vw.com

Hello Jim,

We have uploaded to Verify a request for a deadline extension related to the submittal of 2011 model year Common Sections. Please let me know if you have any questions.

Thanks,

[Ex. 7]

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

[Ex. 7]

[Ex. 7]@vw.com

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Fri 12/2/2011 3:28:17 PM
Subject: RE: CHUB-Q5A Laboratory Test Data
william.rodgers@vw.com
william.rodgers@vw.com

Hello Vince,

Audi has requested retests for the FTP and HWY cycles as allowed by regulation. Please make the necessary arrangements to put this vehicle CHUB-Q5A back on the testing schedule.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Thursday, December 01, 2011 9:08 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: RE: CHUB-Q5A Laboratory Test Data

Good morning Bill,

Please find enclosed the Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/01/2011 09:00 AM
Subject: RE: CHUB-Q5A Laboratory Test Data

Hello Vince,

Can you please email me scans of the lab results from yesterday's Audi Q5 Hybrid retests.

If they were already faxed, its possible they went to my telephone number because I have been receiving calls from a fax machine this morning.

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 12/2/2011 3:32:09 PM
Subject: RE: CHUB-Q5A Laboratory Test Data
william.rodgers@vw.com
william.rodgers@vw.com

Hello Bill,

Thanks for the note. I'll request the retests.

Have a great weekend!

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/02/2011 10:28 AM
Subject: RE: CHUB-Q5A Laboratory Test Data

Hello Vince,

Audi has requested retests for the FTP and HWY cycles as allowed by regulation. Please make the necessary arrangements to put this vehicle CHUB-Q5A back on the testing schedule.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Thursday, December 01, 2011 9:08 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: RE: CHUB-Q5A Laboratory Test Data

Good morning Bill,

Please find enclosed the Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/01/2011 09:00 AM
Subject: RE: CHUB-Q5A Laboratory Test Data

Hello Vince,

Can you please email me scans of the lab results from yesterday's Audi Q5 Hybrid retests.

If they were already faxed, its possible they went to my telephone number because I have been receiving calls from a fax machine this morning.

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com; [Ex. 7]
[Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Tue 12/6/2011 1:03:01 PM
Subject: VW GHG Pre Model Report
@vw.com
<http://www.volkswagengroupamerica.com/>

Jim

This note is intended to make you aware of that the 2013 GHG Pre Model year report has been submitted via the Verify system. The filename is:

CBI_DVWXV_COMMON_CR1_CAR.PDF

[Ex. 7] will follow-up to discuss. Thanks!!!

Regards,

[Ex. 7]

Certification Specialist

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office (EEO)
2930 Technology Drive

Rochester Hills Michigan 48309

United States of America

[Ex. 7]

E: [Ex. 7]@vw.com

<http://www.volkswagengroupamerica.com/>

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To: [Ex. 7]@vw.com]; im Snyder/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Tue 12/6/2011 2:21:39 PM
Subject: RE: VW GHG Pre Model Report
@vw.com
<http://www.volkswagengroupamerica.com/>

[Ex. 7]

I called Jim Snyder and left a message reminding him that we sent the GHG report and a request for alternate durability procedure carryover. I also said that we would like to meet. Finally, I asked if it is okay to begin submitting 2013 documents. On the last point, I ask Jim to call [Ex. 7]

Regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

From: [Ex. 7]
Sent: Tuesday, December 06, 2011 8:03 AM
To: snyder.jim@epa.gov
Cc: [Ex. 7]
Subject: VW GHG Pre Model Report

Jim

This note is intended to make you aware of that the 2013 GHG Pre Model year report has been submitted via the Verify system. The filename is:

CBI_DVWXV_COMMON_CR1_CAR.PDF

Ex. 7 will follow-up to discuss. Thanks!!!

Regards,

Ex. 7

Certification Specialist

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office (EEO)
2930 Technology Drive

Rochester Hills Michigan 48309

United States of America

Ex. 7

E: **Ex. 7**@vw.com

<http://www.volkswagengroupamerica.com/>

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To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Vincent Mazaitis/AA/USEPA/US@EPA;"Marques, Marcos"
[Marcos.Marques@audi.com]; Marques, Marcos" [Marcos.Marques@audi.com]
From: "Rodgers, William"
Sent: Tue 12/6/2011 4:05:12 PM
Subject: VW Group - Audi Q5 Hybrid FTP HWY retest
william.rodgers@vw.com

Hello Jim,

Our resident Audi engineer, Marcos Margues, will arrive at 7am Thursday to witness the start of the test.
Please let us know if the start time changes from the expected early morning hours.

Confirmatory Test Date has been set for the following vehicle :

Manufacturer: ADX

Vehicle ID: CHUB-Q5A

Vehicle Configuration: 0

The test date is 12/08/2011.

The Verify submission this message relates to has the following values:

Vehicle ID: CHUB-Q5A

Vehicle Configuration #: 0

Test Group Name: CADXT02.0HUB

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Marques, Marcos" [Marcos.Marques@audi.com]; Marques, Marcos" [Marcos.Marques@audi.com]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Wed 12/7/2011 6:44:27 PM
Subject: Re: VW Group - Audi Q5 Hybrid FTP HWY retest
william.rodgers@vw.com

Hello Bill,

I spoke with the lab and we will not test this vehicle until later in the morning. Please have Marcos here around 10:00 a.m. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA, "Marques, Marcos" <Marcos.Marques@audi.com>
Date: 12/06/2011 11:05 AM
Subject: VW Group - Audi Q5 Hybrid FTP HWY retest

Hello Jim,

Our resident Audi engineer, Marcos Margues, will arrive at 7am Thursday to witness the start of the test. Please let us know if the start time changes from the expected early morning hours.

Confirmatory Test Date has been set for the following vehicle :

Manufacturer: ADX

Vehicle ID: CHUB-Q5A

Vehicle Configuration: 0

The test date is 12/08/2011.

The Verify submission this message relates to has the following values:

Vehicle ID: CHUB-Q5A

Vehicle Configuration #: 0

Test Group Name: CADXT02.0HUB

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Karen Danzeisen/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7] @vw.com; [Ex. 7] @vw.com; [Ex. 7]
[Ex. 7] @vw.com
From: [Ex. 7]
Sent: Thur 12/8/2011 12:42:46 PM
Subject: RE: VW Group- EPA test re-processing
[Ex. 7] @vw.com
www.epa.gov/greenvehicles
[Ex. 7] @vw.com
[image001.gif](#)

Hello Jim,

This should not be a problem. I forwarded the message to the responsible Porsche certification engineer, Ross Gatzke, to get their file reprocessing done.

Regards,

Ex. 7

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

[Ex. 7] @vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, December 07, 2011 5:56 PM

To: **Ex. 7**
Subject: Fw: VW Group- EPA test re-processing

Ex. 7 We have an issue with the test groups that Bob Peavyhouse re-submitted test data for. You need to re-process these test groups so that the data appears in the CSI. Read Karen's note for a better explanation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/07/2011 05:46 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when Bob reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does *not* automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [REDACTED] **Ex. 7** @vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <[REDACTED] **Ex. 4 - CBI** @csc.com>, [REDACTED] **Ex. 7** @vw.com>, [REDACTED] **Ex. 7** @vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966

CADX91000967

CADX91000988

CADX91000951

BBEX91000679

BBEX91000680

BBEX91000783

BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7@vw.com

| MFR_NM | MFR_CD | Modified | Verify TEST_NUMBER | Applicable Testgroup | Needing Reprocessing |
|---------------------|--------|--------------|--------------------|----------------------|----------------------|
| Audi | ADX | CADX91000951 | | CADXV02.53UK | |
| Audi | ADX | CADX91000966 | | CADXT03.03UG | |
| Audi | ADX | CADX91000967 | | CADXT03.03UG | |
| Audi | ADX | CADX91000988 | | CADXV02.53UK | |
| Bentley Motors Ltd. | BEX | BBEX91000679 | | BBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000679 | | BBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000680 | | BBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000680 | | BBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000680 | | CBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000758 | | CBEXV06.84LA | |
| Bentley Motors Ltd. | BEX | BBEX91000783 | | CBEXV06.84LA | |
| Volkswagen | VWX | BVWX91000820 | | BPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000820 | | BVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000820 | | CPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000820 | | CVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000820 | | DPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000842 | | BPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000842 | | BVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000842 | | CPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000842 | | CVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000842 | | DPRXT03.0CHD | |
| Volkswagen | VWX | CVWX91000960 | | CVWXV02.0U4S | |
| Volkswagen | VWX | CVWX91000985 | | CVWXV02.0U4S | |

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 12/8/2011 1:36:43 PM
Subject: Bugatti
[Bugatti-veyron.pps](#)
william.rodgers@vw.com

Hi Jim,

I ran across this PowerPoint from when the Bugatti Veyron was introduced a few years ago. Thought you might like it.

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Karen Danzeisen/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7]@vw.com; [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 12/8/2011 2:41:55 PM
Subject: RE: VW Group- EPA test re-processing
[Ex. 7]@vw.com
www.epa.gov/greenvehicles
www.epa.gov/greenvehicles
[Ex. 7]@vw.com
[image001.gif](#)
[image002.gif](#)

Jim,

This was already done, so perhaps there is another issue here.

CVWXV02.5259 is the test group that started this issue because we needed to add a model and couldn't process a test group input without the LOD data present. The test group input was successfully reprocessed on Nov 28th after Bob made his changes to the tests. I will hold off reprocessing anything until we hear back on this.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

[Ex. 7]@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, December 08, 2011 9:26 AM
To: [REDACTED] Ex. 7
Subject: Fw: VW Group- EPA test re-processing

[REDACTED] Ex. 7 Karen found another Test group to re-process.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/08/2011 09:24 AM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/07/2011 07:12 PM
Subject: Fw: VW Group- EPA test re-processing

Hi Jim,

Just after you left I checked over a new and improved query result that I came up with this afternoon and found that I left off testgroup CVWXV02.5259 from the original list (see attached) for tests BVWX91000666 and BVWX91000667. Here is the new list including that change. Everything else remains the same.

Ideally VW could reprocess by Monday so that I could begin processing a complete update for the Green Vehicle Guide. It would be helpful to know if that's possible. If they have all the XML files for these testgroups and the available time, then it should be possible.

Thanks,

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

----- Forwarded by Karen Danzeisen/AA/USEPA/US on 12/07/2011 07:01 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when Bob reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does *not* automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA

Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [REDACTED] **Ex. 7** [REDACTED]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <**Ex. 4 - CBI** [REDACTED]@csc.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

[REDACTED] **Ex. 7** [REDACTED]

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 }@vw.com

| MFR_CD | VERIFY_TEST_NUM | TEST SUBMIT DT | TG SUBMIT DT | TESTGROUP_TO_REPROCESS |
|--------|-----------------|---------------------|--------------|------------------------|
| ADX | CADX91000951 | 11/28/2011 8:52:31 | 7/8/2011 | CADXV02.53UK |
| ADX | CADX91000966 | 11/28/2011 8:54:19 | 7/7/2011 | CADXT03.03UG |
| ADX | CADX91000967 | 11/28/2011 8:51:05 | 7/7/2011 | CADXT03.03UG |
| ADX | CADX91000988 | 11/28/2011 8:49:54 | 7/8/2011 | CADXV02.53UK |
| BEX | BBEX91000679 | 11/23/2011 14:33:13 | 9/7/2011 | CBEXV06.0501 |
| BEX | BBEX91000679 | 11/23/2011 14:33:13 | 11/30/2010 | BBEXV06.0501 |
| BEX | BBEX91000680 | 11/23/2011 14:34:26 | 11/30/2010 | BBEXV06.0501 |
| BEX | BBEX91000680 | 11/23/2011 14:34:26 | 9/7/2011 | CBEXV06.0501 |
| BEX | BBEX91000758 | 11/23/2011 14:40:19 | 8/30/2011 | CBEXV06.84LA |
| BEX | BBEX91000783 | 11/23/2011 14:41:29 | 8/30/2011 | CBEXV06.84LA |
| VWX | BVWX91000666 | 11/28/2011 10:17:41 | 11/28/2011 | CVWXV02.5259 |
| VWX | BVWX91000667 | 11/28/2011 10:18:52 | 11/28/2011 | CVWXV02.5259 |
| VWX | BVWX91000820 | 11/28/2011 8:40:21 | 5/26/2011 | CPRXT03.0CHD |
| VWX | BVWX91000820 | 11/28/2011 8:40:21 | 10/31/2011 | BVWXXT03.0HEV |
| VWX | BVWX91000820 | 11/28/2011 8:40:21 | 7/7/2011 | CVWXXT03.0HEV |
| VWX | BVWX91000820 | 11/28/2011 8:40:21 | 1/6/2011 | BPRXT03.0CHD |
| VWX | BVWX91000820 | 11/28/2011 8:40:21 | 9/27/2011 | DPRXT03.0CHD |
| VWX | BVWX91000842 | 11/28/2011 8:39:10 | 9/27/2011 | DPRXT03.0CHD |
| VWX | BVWX91000842 | 11/28/2011 8:39:10 | 5/26/2011 | CPRXT03.0CHD |
| VWX | BVWX91000842 | 11/28/2011 8:39:10 | 10/31/2011 | BVWXXT03.0HEV |
| VWX | BVWX91000842 | 11/28/2011 8:39:10 | 7/7/2011 | CVWXXT03.0HEV |
| VWX | BVWX91000842 | 11/28/2011 8:39:10 | 1/6/2011 | BPRXT03.0CHD |
| VWX | CVWX91000960 | 11/28/2011 8:45:31 | 7/7/2011 | CVWXV02.0U4S |
| VWX | CVWX91000985 | 11/28/2011 8:44:19 | 7/7/2011 | CVWXV02.0U4S |

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Karen Danzeisen/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7]@vw.com; [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 12/8/2011 3:53:28 PM
Subject: RE: VW Group- EPA test re-processing
[Ex. 7]@vw.com
[Ex. 7]@vw.com
www.epa.gov/greenvehicles
www.epa.gov/greenvehicles
[Ex. 7]@vw.com
[image001.gif](#)
[image002.gif](#)

FYI.

Porsche has now reprocessed their test group inputs from the list below.

Keep in mind that the Porsche test groups use the same tests as VW test groups BVWXT03.0HEV and CVWXT03.0HEV.

Regards,

Ex. 7

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

From: [Ex. 7]
Sent: Thursday, December 08, 2011 9:42 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: 'danzeisen.karen@epa.gov'; [Ex. 7]
Subject: RE: VW Group- EPA test re-processing

Jim,

This was already done, so perhaps there is another issue here.

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Regards,

[Ex. 7]

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

[Ex. 7]

[Ex. 7]@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, December 08, 2011 9:26 AM
To: [Ex. 7]
Subject: Fw: VW Group- EPA test re-processing

Ex. 7 Karen found another Test group to re-process.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

----- Forwarded by Jim Snyder/AA/USEPA/US on 12/08/2011 09:24 AM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/07/2011 07:12 PM
Subject: Fw: VW Group- EPA test re-processing

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Karen

Karen E. Danzeisen
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Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

----- Forwarded by Karen Danzeisen/AA/USEPA/US on 12/07/2011 07:01 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM

Subject: Re: Fw: VW Group- EPA test re-processing

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U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

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From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

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To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, [Ex. 4 - CBI]@csc.com>, [Ex. 7]@vw.com>,
[Ex. 7]@vw.com>, [Ex. 7]@vw.com>
Date: 11/23/2011 08:33 AM
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BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

[Ex. 7]

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

To: [Ex. 7]@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA, [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
From: CN=Karen Danzeisen/OU=AA/O=USEPA/C=US
Sent: Thur 12/8/2011 4:13:24 PM
Subject: RE: VW Group- EPA test re-processing
[Ex. 7]@vw.com
[Ex. 7]@vw.com
www.epa.gov/greenvehicles
www.epa.gov/greenvehicles
[Ex. 7]@vw.com
(embedded image)
(embedded image)

Great. It looks like the Porsche testgroups do now have cert levels and standards for those tests once again.

Thank you for passing the request along to Ross.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

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From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Karen Danzeisen/AA/USEPA/US@EPA, [Ex. 7]@vw.com>
Date: 12/08/2011 10:53 AM
Subject: RE: VW Group- EPA test re-processing

FYI.

Porsche has now reprocessed their test group inputs from the list below.
Keep in mind that the Porsche test groups use the same tests as VW test groups BVWXT03.0HEV and CVWXT03.0HEV.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

From: **Ex. 7**

Sent: Thursday, December 08, 2011 9:42 AM

To: 'Snyder.Jim@epamail.epa.gov'

Cc: 'danzeisen.karen@epa.gov'; **Ex. 7**

Subject: RE: VW Group- EPA test re-processing

Jim,

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To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

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To: Robert Peavyhouse/AA/USEPA/US@EPA
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Ex. 7

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To: [Ex. 7]@vw.com]
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[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
From: CN=Karen Danzeisen/OU=AA/O=USEPA/C=US
Sent: Thur 12/8/2011 5:25:38 PM
Subject: RE: VW Group- EPA test re-processing
[Ex. 7]@vw.com
www.epa.gov/greenvehicles
www.epa.gov/greenvehicles
[Ex. 7]@vw.com
(embedded image)
(embedded image)

Ex. 7

You're right. This one appears to be ok. I was selecting these testgroups based on the submission date of the test information being greater than the last submission date of the testgroup. As it turns out, I should have used 'greater or equal to' because the dates are not stored to the hour and minute -- only the month, day and year. Even so, when I looked at the most recent CSI Report on our Verify portal the cert levels and standards weren't there, but that may just indicate a problem with our portal because the cert levels do appear when I look directly into our database.

Sorry for the confusion on this one.

Karen

Karen E. Danzeisen
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Sent: Thursday, December 08, 2011 9:26 AM
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To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, [REDACTED] Ex. 4 - CBI @csc.com>, [REDACTED] Ex. 7 @vw.com>, [REDACTED] Ex. 7 @vw.com>, [REDACTED] Ex. 7 @vw.com>
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BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: Jim Snyder/AA/USEPA/US@EPA;Robert Peavyhouse/AA/USEPA/US@EPA[]; obert Peavyhouse/AA/USEPA/US@EPA[]
Cc: Karen Danzeisen/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Fri 12/9/2011 2:39:24 PM
Subject: VW Group- EPA test re-processing
[Ex. 7]@vw.com
www.epa.gov/greenvehicles
[Ex. 7]@vw.com
[image001.gif](#)

Hello Bob and Jim,

I am having trouble re-processing the test group xml for Bentley CBEXV06.0501. I believe you that EPA will need to re-process tests BBEX91000698 and BBEX91000699 so that CREE can be calculated.

I requested a verify report for the two above tests and there were no CREE tags.

The message I receive after my attempt is as follows:

Transaction Status Identifier : REJECTED

Transaction Message Text : LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BBEX91000699)

Transaction Message Text : LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BBEX91000698)

Please let me know if you can help on this.

Regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Ex. 7

From: **Ex. 7**

Sent: Thursday, December 08, 2011 7:43 AM

To: Snyder.Jim@epamail.epa.gov

Cc: danzeisen.karen@epa.gov; **Ex. 7**

Subject: RE: VW Group- EPA test re-processing

Hello Jim,

This should not be a problem. I forwarded the message to the responsible Porsche certification engineer, **Ex. 7**

Ex. 7 to get their file reprocessing done.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Wednesday, December 07, 2011 5:56 PM

To: **Ex. 7**

Subject: Fw: VW Group- EPA test re-processing

Ex. 7 we have an issue with the test groups that Bob Peavyhouse re-submitted test data for. You need to re-process these test groups so that the data appears in the CSI. Read Karen's note for a better explanation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

----- Forwarded by Jim Snyder/AA/USEPA/US on 12/07/2011 05:46 PM -----

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To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
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Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 12/9/2011 6:04:18 PM
Subject: Re: CHUB-Q5A Laboratory Data
william.rodgers@vw.com

Hello Bill,

I checked again after lunch and nothing yet. My guess is Monday. Hybrids still take longer. I'll keep on looking though and forward the data as soon as I get it.

Best regards,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 12/09/2011 10:04 AM
Subject: CHUB-Q5A Laboratory Data

Hello Vince,

Have you received any lab test data from yesterday's Audi Q5 Hybrid test? If you could scan and email it to my when you receive it I would appreciate it.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 12/12/2011 6:24:13 PM
Subject: RE: CHUB-Q5A Laboratory Data
william.rodgers@vw.com
william.rodgers@vw.com

Hello Vince,

I saw the test results on Verify. Would you mind sending the lab results pages? They are much easier to digest.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

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From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]

Sent: Friday, December 09, 2011 1:04 PM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: CHUB-Q5A Laboratory Data

Hello Bill,

I checked again after lunch and nothing yet. My guess is Monday. Hybrids still take longer. I'll keep on looking though and forward the data as soon as I get it.

Best regards,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 12/09/2011 10:04 AM
Subject: CHUB-Q5A Laboratory Data

Hello Vince,

Have you received any lab test data from yesterday's Audi Q5 Hybrid test? If you could scan and email it to my when you receive it I would appreciate it.

Thanks,

Bill Rodgers

Emissions Certification Engineer

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United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 12/12/2011 7:46:31 PM
Subject: RE: CHUB-Q5A Laboratory Data
william.rodgers@vw.com
<mailto:Mazaitis.Vincent@epamail.epa.gov>
william.rodgers@vw.com

Thanks Jim. Let me know when the shed test gets scheduled.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, December 12, 2011 2:28 PM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: RE: CHUB-Q5A Laboratory Data

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/12/2011 01:24 PM
Subject: RE: CHUB-Q5A Laboratory Data

Hello Vince,
I saw the test results on Verify. Would you mind sending the lab results pages? They are much easier to digest.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, December 09, 2011 1:04 PM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: CHUB-Q5A Laboratory Data

Hello Bill,

I checked again after lunch and nothing yet. My guess is Monday. Hybrids still take longer. I'll keep on looking though and forward the data as soon as I get it.

Best regards,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 12/09/2011 10:04 AM
Subject: CHUB-Q5A Laboratory Data

Hello Vince,

Have you received any lab test data from yesterday's Audi Q5 Hybrid test? If you could scan and email it to my when you receive it I would appreciate it.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Tue 12/13/2011 12:02:52 PM
Subject: Accepted: VW Pre-Cert mtg

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA, [Ex. 7]@vw.com, [Ex. 7]
[Ex. 7]@vw.com; [Ex. 7]@vw.com;
[Ex. 4 - CBI]@csc.com" [Ex. 4 - CBI]@csc.com; [Ex. 7]
[Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Wed 12/14/2011 6:52:10 PM
Subject: RE: VW Group- EPA test re-processing
peavyhouse.robert@epa.gov
<http://www.epa.gov/nvfel/>
[Ex. 7]@vw.com
[Ex. 4 - CBI]@csc.com
[Ex. 7]@vw.com
[Ex. 7]@vw.com
[Ex. 7]@vw.com
[Ex. 7]@vw.com

Hello Bob,

Here are the test numbers for two more EPA confirmatory tests that need to be updated with CREE/Opt-CREE to allow processing of the related CSI.

I have unlocked the related model year 2011 and 2012 active applications.

9VWX09009736

9VWX09009737

Note: These tests date back to the CFEIS System.

[Ex. 7]

From: Peavyhouse.Robert@epamail.epa.gov [mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Wednesday, November 23, 2011 1:13 PM
To: [Ex. 7]
Cc: Snyder.Jim@epamail.epa.gov, [Ex. 7]
[Ex. 4 - CBI]
Subject: Re: VW Group- EPA test re-processing

[Ex. 7]

I have pulled copies of each of the tests specified and tried to re-submit them.

I can't re-submit BVWX91000666 because test group CVWXV02.5259 is locked
I can't re-submit BVWX91000667 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000842 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked
I can't re-submit BVWX91000820 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

CVWX91000985 has been re-submitted, accepted, and CREE is now calculated
CVWX91000960 has been re-submitted, accepted, and CREE is now calculated

CADX91000966 has been re-submitted, accepted, and CREE is now calculated
CADX91000967 has been re-submitted, accepted, and CREE is now calculated

CADX91000988 has been re-submitted, accepted, and CREE is now calculated
CADX91000951 has been re-submitted, accepted, and CREE is now calculated

I can't re-submit BBEX91000679 because test group CBEXV06.0501 is locked
I can't re-submit BBEX91000680 because test group CBEXV06.0501 is locked

BBEX91000783 has been re-submitted, accepted, and CREE is now calculated
BBEX91000758 has been re-submitted, accepted, and CREE is now calculated

If you can get the the 4 testgroups unlocked within the next hour, I will try to get them re-submitted again this afternoon.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: [REDACTED] **Ex. 7** @vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, [REDACTED] **Ex. 4 - CBI** @csc.com>, [REDACTED] **Ex. 7** @vw.com>, [REDACTED] **Ex. 7** @vw.com>, [REDACTED] **Ex. 7** @vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,
We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests

underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA; [Ex. 7]@vw.com; [Ex. 7]
[Ex. 7]@vw.com; [Ex. 7]@vw.com; [Ex. 7]
[Ex. 4 - CBI]@csc.com; [Ex. 4 - CBI]@csc.com; [Ex. 7]
[Ex. 7]@vw.com
From: [Ex. 7]
Sent: Wed 12/14/2011 7:49:53 PM
Subject: RE: VW Group- EPA test re-processing -ADDITIONAL Tests
Peavyhouse.Robert@epamail.epa.gov
[\[mailto:Peavyhouse.Robert@epamail.epa.gov\]](mailto:Peavyhouse.Robert@epamail.epa.gov)
Snyder.Jim@epamail.epa.gov
[Ex. 4 - CBI]@csc.com
peavyhouse.robert@epa.gov
<http://www.epa.gov/nvfel/>
[Ex. 7]@vw.com
[Ex. 4 - CBI]@csc.com
[Ex. 7]@vw.com
[Ex. 7]@vw.com
[Ex. 7]@vw.com
[Ex. 7]@vw.com

Hello Bob,

Here are the test numbers for two EPA confirmatory tests IN ADDITION TO THOSE BELOW that need to be updated with CREE/Opt-CREE to allow processing of the related CSI.

BVWX91000683

BVWX91000684

Best regards,

Ex. 7

From: [Ex. 7]
Sent: Wednesday, December 14, 2011 1:52 PM
To: 'Peavyhouse.Robert@epamail.epa.gov'
Cc: Snyder.Jim@epamail.epa.gov; [Ex. 7] [Ex. 4 - CBI]@csc.com; [Ex. 7]
Subject: RE: VW Group- EPA test re-processing

Hello Bob,

Here are the test numbers for two more EPA confirmatory tests that need to be updated with CREE/Opt-CREE to allow processing of the related CSI.

I have unlocked the related model year 2011 and 2012 active applications.

9VWX09009736

9VWX09009737

Note: These tests date back to the CFEIS System.

Ex. 7

From: Peavyhouse.Robert@epamail.epa.gov [mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Wednesday, November 23, 2011 1:13 PM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov, **Ex. 7** **Ex. 4 - CBI**@csc.com
Subject: Re: VW Group- EPA test re-processing

William,

I have pulled copies of each of the tests specified and tried to re-submit them.

I can't re-submit BVWX91000666 because test group CVWXV02.5259 is locked
I can't re-submit BVWX91000667 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000842 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked
I can't re-submit BVWX91000820 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

CVWX91000985 has been re-submitted, accepted, and CREE is now calculated
CVWX91000960 has been re-submitted, accepted, and CREE is now calculated

CADX91000966 has been re-submitted, accepted, and CREE is now calculated
CADX91000967 has been re-submitted, accepted, and CREE is now calculated

CADX91000988 has been re-submitted, accepted, and CREE is now calculated
CADX91000951 has been re-submitted, accepted, and CREE is now calculated

I can't re-submit BBEX91000679 because test group CBEXV06.0501 is locked
I can't re-submit BBEX91000680 because test group CBEXV06.0501 is locked

BBEX91000783 has been re-submitted, accepted, and CREE is now calculated
BBEX91000758 has been re-submitted, accepted, and CREE is now calculated

If you can get the the 4 testgroups unlocked within the next hour, I will try to get them re-submitted again this afternoon.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: [REDACTED] **Ex. 7** [REDACTED]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, [REDACTED] **Ex. 4 - CBI** [REDACTED]@csc.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679

BBEX91000680

BBEX91000783

BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: Jim.Snyder/AA/USEPA/US/EPA
Cc: **Ex. 7** @vw.com]; **Ex. 7**
Ex. 7 @vw.com Ex. 7 @vw.com
From: Ex. 7
Sent: Wed 12/14/2011 8:52:58 PM
Subject: VW Group Certificate Request for correction

Hello Jim,

We have submitted an update for Volkswagen test group CVWXXV03.6U46 with a correction to the Evaporative Family name.

The evaporative family name was corrected from CVWXR0125246 to CVWXR0125D46. The correction now appears in the application and CSI.

Note, this is a carryover evaporative family with no new technology (previous BVWXR0125246. The only change is in the name suffix so that we can apply only to DFI engines.

We are in the process of requesting a new certificate for this test group / evaporative family (some issues with cert request but help has been requested).

NOTE: Since there is no option to correct an existing certificate request, I intend on requesting a "New" request with the correct combination of testgroup/evap family. Please let me know if this is sufficient.

Please contact me if you have any questions.

Regards,

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Ex. 7

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Mon 12/19/2011 3:06:51 PM
Subject: VW Group - 2013MY Certificates MIA
william.rodgers@vw.com

Hello Jim,

Thanks for processing our 2013MY certificates last Thursday. The following two certificates are still Missing in Action. Can you confirm if they have been signed?

I have received a Verify message on Friday Dec 16th stating "Certificate Number DVWXJ02.03UA-006 with Evaporative Family DVWXR0110D38 has been issued" and received the certificate linked in the message.

Missing certificates:

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125241 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _4d33228b-39a0-4f2c-a297-ed83c57bb658

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D46 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _3e284f93-b528-4e5f-bf53-9c67ce7302a9

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Mon 12/19/2011 6:37:59 PM
Subject: RE: VW Group - 2013MY Certificates MIA
william.rodgers@vw.com
william.rodgers@vw.com

Thanks Jim,

I will check Verify again later and contact the help desk if necessary.

Please let us know as soon as you have an indication on a Shed retest date for the Q5 Hybrid.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

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From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, December 19, 2011 1:24 PM
To: Rodgers, William
Subject: Re: VW Group - 2013MY Certificates MIA

According Verify they were signed 12/16. I don't know why you didn't a confirmation note but they look okay in Verify.

On another note , I just found out that there was a problem with the Shed over the w/e and the test voided.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 10:07 AM
Subject: VW Group - 2013MY Certificates MIA

Hello Jim,
Thanks for processing our 2013MY certificates last Thursday. The following two certificates are still Missing in Action. Can you confirm if they have been signed?

I have received a Verify message on Friday Dec 16th stating "Certificate Number DVWXJ02.03UA-006 with Evaporative Family DVWXR0110D38 has been issued" and received the certificate linked in the message.

Missing certificates:

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D41 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _4d33228b-39a0-4f2c-a297-ed83c57bb658

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D46 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _3e284f93-b528-4e5f-bf53-9c67ce7302a9

Thanks,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

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To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 12/20/2011 7:18:11 PM
Subject: RE: VW Group - 2013MY Certificates MIA
william.rodgers@vw.com
<mailto:Snyder.Jim@epamail.epa.gov>
william.rodgers@vw.com

Thanks Jim.

So far, the certificates have not shown up as new messages or in the originals. I'll keep you posted if/when the help desk finds something.

Any idea yet when the Q5 Hybrid will retest in the shed? I'm curious to know if we need to leave it there over the holidays or should expect to pick it up.

Bill

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, December 20, 2011 1:09 PM
To: Rodgers, William
Subject: RE: VW Group - 2013MY Certificates MIA

Bill, we've found 2 other manufacturers who didn't get notification of their certificates. Check if they are in your CDX folder and let me know if you hear anything from The help desk. Meanwhile I can send you copies of the certificates to your email.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 01:38 PM
Subject: RE: VW Group - 2013MY Certificates MIA

Thanks Jim,
I will check Verify again later and contact the help desk if necessary.

Please let us know as soon as you have an indication on a Shed retest date for the Q5 Hybrid.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

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From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, December 19, 2011 1:24 PM
To: Rodgers, William
Subject: Re: VW Group - 2013MY Certificates MIA

According Verify they were signed 12/16. I don't know why you didn't a confirmation note but they look okay in Verify.

On another note , I just found out that there was a problem with the Shed over the w/e and the test voided.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 10:07 AM
Subject: VW Group - 2013MY Certificates MIA

Hello Jim,

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Missing certificates:

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125241 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _4d33228b-39a0-4f2c-a297-ed83c57bb658

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D46 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _3e284f93-b528-4e5f-bf53-9c67ce7302a9

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Tue 1/3/2012 9:40:22 PM
Subject: VW Group - ORVR Information MY2013 Jetta Hybrid 1.4L

Hello Jim,

I hope you had a good holiday break and new year, and are looking forward to a great 2012!

Just so you are aware, today we submitted a ORVR document for the 2013 Jetta Hybrid for your review.
Please let me know if you have any questions.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Wed 1/4/2012 7:10:39 PM
Subject: VW Group - Decision Information for VID VW462_8-0062_08_2
william.rodgers@vw.com

Hello Jim,

I submitted new FEDV tests and the decision information to Verify for the VID: VW462_8-0062_08 Configuration 2. A manufacturer retest is required for the Highway test due to High Fuel Economy for the ETW.

These new tests and VID configuration are being used for the 2013 Volkswagen CC 2.0 TFSI manual 6-speed which was recently certified in the carryover test group DVWXJ02.03UA. The new data is due to a transmission final drive gearing change effective at the start of 2013 production. It was initially expected that this change would happen later in the year, but instead it will be in place for the entire production run. A revised Initial Application has been uploaded to Verify to reflect the change.

A similar notice is forthcoming for the Bin 3 / PZEV version of this model in test group DVW XV02.03PA.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Thur 1/5/2012 4:57:32 PM
Subject: RE: VW Group - Decision Information for VID 464_00042
william.rodgers@vw.com
william.rodgers@vw.com

Hello Jim,

I submitted the last decision information today and the revised application is forthcoming related to the change described below in my previous message. This submission is for the Volkswagen VID 464_00042, configuration 1. A manufacturer retest is required for the Highway test due to High Fuel Economy for the ETW.

These tests are being used to represent the T2B3/ SULEV2 version of the 2013 Volkswagen CC 2.0 TFSI manual 6-speed. The same final drive ratio change applies as described below. Please provide your decision for both at your earliest convenience.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Rodgers, William
Sent: Wednesday, January 04, 2012 2:11 PM
To: 'Jim Snyder'
Cc: Giles, Michael; Hart, Robert (VWoA)
Subject: VW Group - Decision Information for VID VW462_8-0062_08_2

Hello Jim,

I submitted new FEDV tests and the decision information to Verify for the VID: VW462_8-0062_08 Configuration 2. A manufacturer retest is required for the Highway test due to High Fuel Economy for the ETW.

These new tests and VID configuration are being used for the 2013 Volkswagen CC 2.0 TFSI manual 6-speed which was recently certified in the carryover test group DVWXJ02.03UA. The new data is due to a transmission final drive gearing change effective at the start of 2013 production. It was initially expected that this change would happen later in the year, but instead it will be in place for the entire production run. A revised Initial Application has been uploaded to Verify to reflect the change.

A similar notice is forthcoming for the Bin 3 / PZEV version of this model in test group DVW XV02.03PA.

Regards,

Bill Rodgers

Emissions Certification Engineer

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3800 Hamlin Rd.

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office (248) 754-4219

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william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Lynn Sohacki/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Mon 1/9/2012 1:12:51 PM
Subject: VW Group - ORVR Information MY2013 Jetta Hybrid 1.4L
CBI_DVWXR0110PHE_RFA_ORV_R00.PDF

Hello Lynn,

I was asked by my colleague (Bob Hart) to send you copies of our ORVR submissions. The attachment was recently submitted to Jim Snyder through Verify.

Please call me if you have any questions about this.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Mon 1/9/2012 7:25:41 PM
Subject: VW Group Decision Information - VID: VW324-1-0132, VW324-1-240_12
william.rodgers@vw.com

Hello Jim,

I submitted the following test decision information's to you today. See the decision information comments for detailed explanations. None involve new technology or manufacturer retests.

VID: VW324-1-0132 Configuration 1, for running change adding 2012 Beetle Convertible 2.5L-automatic (T2B5).

VID: VW324-1-240/12 Configuration 2, for running change adding 2012 Beetle Convertible 2.5L-automatic (T2B3/SULEV).

VID: VW324-1-240/12 Configuration 3, for 2013 Passat Cold CO.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

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Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 1/9/2012 7:27:05 PM
Subject: VW Group - Audi Q5 Hybrid

Hi Jim,

Any shed results yet for last week's test?

Bill

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Tue 1/10/2012 12:52:03 PM
Subject: RE: CHUB-Q5A Laboratory Data
[CHUB-Q5A 01-06-2-12 Evap.pdf](#)
william.rodgers@vw.com
william.rodgers@vw.com

Good morning Bill,

Happy New Year to you! I'm sorry getting this test data to you took soooooo long. Enclosed are the 3 bag FTP and Evap Laboratory results for the Subject vehicle. As always, if you have any questions or concerns, please contact me.

Thanks for you patience!

Best regards,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/12/2011 01:24 PM
Subject: RE: CHUB-Q5A Laboratory Data

Hello Vince,

I saw the test results on Verify. Would you mind sending the lab results pages? They are much easier to digest.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office

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United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]

Sent: Friday, December 09, 2011 1:04 PM

To: Rodgers, William

Cc: Snyder.Jim@epamail.epa.gov

Subject: Re: CHUB-Q5A Laboratory Data

Hello Bill,

I checked again after lunch and nothing yet. My guess is Monday. Hybrids still take longer. I'll keep on looking though and forward the data as soon as I get it.

Best regards,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>

To: Vincent Mazaitis/AA/USEPA/US@EPA

Date: 12/09/2011 10:04 AM

Subject: CHUB-Q5A Laboratory Data

Hello Vince,

Have you received any lab test data from yesterday's Audi Q5 Hybrid test? If you could scan and email it to my when you receive it I would appreciate it.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

Variable Temperature SHED Report

Test: 72 °F - 96 °F for 48 Hours

Test No: 2011-0324-017

Mfr: 00640 VID: CHUB-Q5A Config: 00

| | | | |
|-----------------|------------------------|---------------------|------------|
| Test Purpose | 1 | VTSHED# | VT2 |
| Test Procedure | 23 | Cert Flag | Y |
| Fuel Type | 61 Tier 2 Cert Test Fu | Requester | Jim Snyder |
| Technician_Name | 62546 | Validators Initials | <u>PDV</u> |

DIURNAL AND TOTAL EVAPORATIVE EMISSIONS


| | | | |
|-------------------|--------------------|-----------------------|--------------------|
| Started (D@T) | 2012/01/06 @ 06:46 | Finished (D@T) | 2012/01/08 @ 06:47 |
| Start Temp (°F) | 72.00 | Test Length (hrs) | 48 |
| Day 1 Total (gHC) | 0.358791 | Diurnal (gHC) | 0.358791 |
| Day 2 Total (gHC) | 0.277682 | Hot_Soak_HC_(g) | 0.053947 |
| Day 3 Total (gHC) | N/A | Total Emissions (gHC) | 0.412739 |

QUALITY CONTROL CHECKS

- ☒ 1. Was the Vehicle Soak-Time greater than or equal to 6?
The Vehicle Soak-Time was 19:21:40.
- ☒ 2. Was the Vehicle Soak-Temperature during the final 6 hours 72 +/- 3 °F?
The largest Vehicle Soak-Temperature deviation during the final 6 hours was 71.85 °F.
- ☒ 3. Was the Time-Difference between closing & sealing the SHED 0 +/- 5 min?
The Time-Difference between closing & sealing the SHED was 0.00 min.
- ☒ 4. Was the SHED Feedback minus Setpoint Temperature (Underbody) 0 +/- 3 °F?
The difference was 0.62 °F.
- ☒ 5. Was the Average of SHED Feedback minus SHED Setpoint Temperature 0 +/- 2 °F?
The difference was 0.15 °F.
- ☒ 6. Was the Average Left & Right Sidewall minus SHED Setpoint Temperature 0 +/- 5 °F?
The difference was 1.73 °F.
- ☐ 7. Was the Cold-Water-In-Temp greater than or equal to 40 °F?
The Minimum Cold-Water-In-Temp was 59.22 °F.
- ☒ 8. Was the Inside versus Outside Differential Pressure 0 +/- 2 inH2O?
The Differential-Pressure at its largest deviation was 0.21 inH2O.
- ☒ 9. Was the 1-day HC-Value taken at 1440 +/- 6 min?
The 1-day HC-Value was taken at 1440.15 min.
- ☒ 10. Was the 2-day HC-Value taken at 2880 +/- 6 min?
The 2-day HC-Value was taken at 2880.15 min.

FTP TID: 018 - Hot Soak TID: 018 - VERIFY Status: Unknown

QC Note: All Automated Quality Checks Passed

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|---|--|---------------------------------|---------|---------|-------------------------------------|------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Information | | | Vehicle ID: CHUB-Q5A | | | | |
|  | Test Date: 1/5/2012 | | MFR Name: AUDI | | | | |
| | Key Start / Hot Soak: 08:33:42 / 09:51 | | MFR Codes: 640 ADX | | | | |
| | Fuel Container ID: F00023 | | Config #: 00 | | | | |
| | Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: S | | | | |
| | Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa) | | Shift Schedule: A09980005 | | | | |
| | Calculation Method: Gasoline | | Beginning Odometer: 005050.0 MI | | | | |
| Pretest Remarks: | | | Drive Schedule: ftp3bag | | | | |
| | | | Soak Period: 18.6 hours | | | | |
| Bag Data | | | | | | | |
| | | HC-FID | CO | NOx | CO2 | CH4 | NonMeth HC |
| | | (ppmC) | (ppm) | (%) | (%) | (ppm) | (ppmC) |
| Phase 1 | | | | | | | |
| Sample | | 6.549 | 28.345 | 1.441 | 1.001 | 2.834 | |
| Ambient | | 2.624 | 0.000 | 0.014 | 0.044 | 2.062 | |
| Net Concentration | | 4.121 | 28.345 | 1.428 | 0.960 | 0.926 | 3.024 |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | | 2.673 | 7.033 | 0.455 | 0.496 | 2.027 | |
| Ambient | | 2.652 | 0.000 | 0.019 | 0.043 | 2.067 | |
| Net Concentration | | 0.120 | 7.033 | 0.437 | 0.455 | 0.036 | 0.077 |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | 2.762 | 25.358 | 0.370 | 0.798 | 2.080 | |
| Ambient | | 2.647 | 0.000 | 0.022 | 0.044 | 2.081 | |
| Net Concentration | | 0.273 | 25.358 | 0.349 | 0.756 | 0.123 | 0.128 |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Remarks: | | This test has SHED results. SHED Test Number = 2011-0324-018 | | | | | |
| Results | | | | | | | |
| | HC-FID | CO | NOx | CO2 | CH4 | NMHC / NMOG | Vol MPG |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.053 | 0.735 | 0.055 | 391.2 | 0.014 | 0.039 / 0.040 | 22.739 |
| Phase 2 | 0.002 | 0.289 | 0.027 | 294.1 | 0.001 | 0.002 / 0.002 | 30.304 |
| Phase 3 | 0.003 | 0.655 | 0.013 | 306.9 | 0.002 | 0.002 / 0.002 | 28.987 |
| Weighted | 0.01317 | 0.48189 | 0.02883 | 317.671 | 0.00379 | (NMOG=1.04xNMHC) 0.0093 / 0.0097 | |
| Fuel Economy | | | | | | | |
| | Gasoline MPG | Dyno Settings | | | | Dyno #: | D329 - AWD |
| Phase 1 | 22.69 | 3 bag Hybrid test for evap OB 1-9-12 | | | | Inertia: | 4750 |
| Phase 2 | 30.23 | | | | | EPA Set Co A: | -9.61 |
| Phase 3 | 28.92 | | | | | EPA Set Co B: | -0.164 |
| Weighted | 27.93 | | | | | EPA Set Co C: | 0.02573 |
| Emiss-Bench: Mexa 7200sle | | | | | | | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-018

Vehicle ID: CHUB-Q5A

Results



| | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.189 | 2.628 | 0.196 | 1399.2 | 0.049 | 0.139 | 1.185 |
| Phase 2 | 0.009 | 1.117 | 0.103 | 1134.7 | 0.003 | 0.006 | |
| Phase 3 | 0.013 | 2.347 | 0.048 | 1100.0 | 0.007 | 0.006 | |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|-------------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.01 | 29.00 | 29.00 | |
| Avg Cell Temp (degF) | 75.23 | 75.27 | 75.33 | |
| Dew Point (degF) | 48.28 | 48.32 | 48.25 | |
| Specific Humidity (grains/lbm) | 51.77 | 51.85 | 51.73 | |
| NOx Corr Factor | 0.9016 | 0.9019 | 0.9014 | |
| CO2 Dilution Factor | 13.344 | 26.946 | 16.742 | |
| CFV Vmix (scf @68F) | 2812.48 | 4817.24 | 2807.46 | |
| CVS Flow Rate Avg (scfm) | 332.71 | 332.41 | 332.51 | |
| Fan Placement: One Fan - Up - Front | | | | |
| Phase Time (secs) | 507.20 | 869.50 | 506.60 | |
| Distance (miles) | 3.577 | 3.859 | 3.584 | |
| Bag Analysis Time (secs) | 879.0 | 1112.1 | 160.6 | |

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|------|-----|------|------------|
| 1E+07 | 0.0163 | 0.51 | 0.03 | 306 | 0 | 0.0136 |

Odometer
4448 M

MPG
29

MPG is 3.82 % higher than EPA MPG

MFR Lab: Audi AG Neckarsulm

Dyno: 7

Fuel: 61 Tier 2 Cert Gasoline

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 1/10/2012 2:55:36 PM
Subject: VW Group - Audi Q5 Hybrid standards

Hi Jim,

As a follow up to your call, the Q5 Hybrid Evap standards in Verify are incorrectly stated as LDT (6,001-8,500 GVWR standards). I will update Verify to reflect the correct LDT (6,000 GVWR and under) standards. It also looks like I need to correct the curb weight in Section 12 of the application so I will include that in the revised application. Thanks for the feedback.

Bill

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 1/10/2012 3:53:50 PM
Subject: RE: VW Group - Audi Q5 Hybrid standards

Hi Jim,

We have confirmed that the test data is acceptable, please release the vehicle for pick-up.

My message below regarding the standards in Verify is incorrect. After further investigation, I found that the Evap standards in the Verify system test group information were corrected on October 13, 2011 to reflect the LDT (6,000 GVWR and under) standards. At that time we submitted a revised Initial Application with new Sec. 7 CSI named CBI_CADXT02.0HUB_APP_INI_R01.PDF. It appears the erroneous information you have is based on the initial submission.

Thanks,

Bill

From: Rodgers, William
Sent: Tuesday, January 10, 2012 9:56 AM
To: 'Jim Snyder'
Subject: VW Group - Audi Q5 Hybrid standards

Hi Jim,

As a follow up to your call, the Q5 Hybrid Evap standards in Verify are incorrectly stated as LDT (6,001-8,500 GVWR standards). I will update Verify to reflect the correct LDT (6,000 GVWR and under) standards. It also looks like I need to correct the curb weight in Section 12 of the application so I will include that in the revised application. Thanks for the feedback.

Bill

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Wed 1/11/2012 8:02:00 PM
Subject: CHUB-Q5

Hello Jim,

The corrected Evap results are in Verify. It did not/does not erase or change the initial entry.

Thanks,

Vince Mazaitis

To: "Giles, Michael" [michael.giles@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Thomas, Suanne"
[Suanne.Thomas@vw.com]; Thomas, Suanne" [Suanne.Thomas@vw.com]; Rodgers, William"
[William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US
Sent: Tue 1/17/2012 2:03:03 PM
Subject: RE: VW Group - OBD Approval Request DVW-I5 (Federal Only)

Michael,

Please provide OBD threshold test results from the new 2013 OBD system. Since this is a carry-over system, and you have removed the secondary air system, which can significantly reduce the tailpipe emission levels, the emission and OBD threshold data generated for the 2012 system is no longer valid.

Please provide documentation showing that new OBD threshold data was generated for each of the major monitors without the secondary air system and that the MIL set for those monitors at or below the 1.5x threshold. Provide detailed test data including test vehicle IDs, test numbers and test dates that the OBD data was generated. (This can be in table form, doesn't have to be actual dyno data).

Once you can show me that all new OBD threshold testing data was generated for this new system, I won't have any issues approving this OBD system.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: "Giles, Michael" <michael.giles@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: "Thomas, Suanne" <Suanne.Thomas@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 01/10/2012 03:24 PM
Subject: RE: VW Group - OBD Approval Request DVW-I5 (Federal Only)

Hello Bob,

Could you please give us a status report for this Federal OBD approval request? We are just trying to monitor the timing for all of our open requests.

Thanks,
Mike

From: Giles, Michael
Sent: Friday, November 18, 2011 2:37 PM
To: (Peavyhouse.Robert@epamail.epa.gov)
Cc: Thomas, Suanne; Rodgers, William; Hart, Robert (VWoA)

Subject: VW Group - OBD Approval Request DVW-I5 (Federal Only)

Hello Robert,

Attached, please find a PDF file with carryover OBD description (approval request) for MY 2013 Volkswagen OBD Group DVW-I5 (Federal), submitted for your approval.

Please note, this approval request corresponds to 2 test groups: DVWXV02.5A35 (automatic trans) and DVWXV02.5M35 (manual). The models involved are Passat, Jetta, Jetta SportWagen, Golf, Beetle, Beetle Convertible.

Also, two copies of this document have been uploaded today to VERIFY (same document, but one was renamed to cover each of the test groups).

Please review for approval and send your feedback or any questions you may have at your earliest convenience.

Regards,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA;"Thomas, Suanne" [Suanne.Thomas@vw.com]; Thomas, Suanne" [Suanne.Thomas@vw.com]; Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Tue 1/17/2012 3:32:44 PM
Subject: RE: VW Group - OBD Approval Request DVW-I5 (Federal Only)
<http://www.epa.gov/nvfel/>

Hello Robert,

I forwarded your questions to our colleagues in Germany and will reply with their feedback as soon as it is received.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

From: Robert Peavyhouse [mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Tuesday, January 17, 2012 9:03 AM
To: Giles, Michael

Cc: Jim Snyder; Thomas, Suanne; Rodgers, William; Hart, Robert (VWoA)
Subject: RE: VW Group - OBD Approval Request DVW-I5 (Federal Only)

Michael,

Please provide OBD threshold test results from the new 2013 OBD system. Since this is a carry-over system, and you have removed the secondary air system, which can significantly reduce the tailpipe emission levels, the emission and OBD threshold data generated for the 2012 system is no longer valid.

Please provide documentation showing that new OBD threshold data was generated for each of the major monitors without the secondary air system and that the MIL set for those monitors at or below the 1.5x threshold. Provide detailed test data including test vehicle IDs, test numbers and test dates that the OBD data was generated. (This can be in table form, doesn't have to be actual dyno data).

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To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: "Thomas, Suanne" <Suanne.Thomas@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 01/10/2012 03:24 PM
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From: Giles, Michael
Sent: Friday, November 18, 2011 2:37 PM
To: (Peavyhouse.Robert@epamail.epa.gov)
Cc: Thomas, Suanne; Rodgers, William; Hart, Robert (VWoA)
Subject: VW Group - OBD Approval Request DVW-I5 (Federal Only)

Hello Robert,

Attached, please find a PDF file with carryover OBD description (approval request) for MY 2013 Volkswagen OBD Group DVW-I5 (Federal), submitted for your approval.

Please note, this approval request corresponds to 2 test groups: DVWXV02.5A35 (automatic trans) and DVWXV02.5M35 (manual). The models involved are Passat, Jetta, Jetta SportWagen, Golf, Beetle, Beetle Convertible.

Also, two copies of this document have been uploaded today to VERIFY (same document, but one was renamed to cover each of the test groups).

Please review for approval and send your feedback or any questions you may have at your earliest convenience.

Regards,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 1/19/2012 1:38:58 PM
Subject: FW: VW Group - EPA test resubmission
william.rodgers@vw.com

Jim,

Just FYI.

Regards,

Bill

From: Rodgers, William
Sent: Wednesday, January 18, 2012 11:07 AM
To: 'Peavyhouse.Robert@epamail.epa.gov'
Cc: Giles, Michael; Hart, Robert (VWoA)
Subject: VW Group - EPA test resubmission

Hello Bob,

The following EPA confirmatory test needs to be resubmitted in order to process a particular 2012 test group file.

Test Number: BVWX91000704

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: [REDACTED] Ex. 7
Sent: Wed 1/25/2012 4:01:31 PM
Subject: Verify Alternate Manuf.docx
Verify Alternate Manuf.docx

Hi Jim,

Here is how Verify is set up for VW Alternate Manufacturers. You will notice that a VW is set up to allowing Porsche access test data for the test group/Evap family listed only. Audi and Bugatti get general access by model year.

Hope this helps.

[REDACTED] Ex. 7

PS - [REDACTED] Ex. 7 has a (May?) 2011 EPA presentation on Stop-start he will forward to you.

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 1/25/2012 6:14:51 PM
Subject: VW Group - Decision Information
william.rodgers@vw.com

Hello Jim,

I submitted the T2B5/ULEV VW CC tests and Decision Information we discussed this morning regarding a test data resubmission as 2013 model year, intended to replace the 2008 model year data you previously waived. The new Vehicle ID is: VW462 8-0062/13_Configuration 0. Please waive the confirmatory testing so I can enter the manufacturer confirmatory HWY test we did.

There will be another similar resubmission coming for the corresponding T2B3/SULEV version of this car.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 1/25/2012 7:45:02 PM
Subject: RE: VW Group - Decision Information
william.rodgers@vw.com

Jim,

The Decision Information for the T2B3 version was submitted as mentioned below. Please waive these also.

Vehicle ID: 464 00042/13, Configuration 0

Hopefully, I can avoid doing this again!

Bill

From: Rodgers, William
Sent: Wednesday, January 25, 2012 1:15 PM
To: 'Jim Snyder'
Cc: Giles, Michael
Subject: VW Group - Decision Information

Hello Jim,

I submitted the T2B5/ULEV VW CC tests and Decision Information we discussed this morning regarding a test data resubmission as 2013 model year, intended to replace the 2008 model year data you previously waived. The new Vehicle ID is: VW462 8-0062/13_Configuration 0. Please waive the confirmatory testing so I can enter the manufacturer confirmatory HWY test we did.

There will be another similar resubmission coming for the corresponding T2B3/SULEV version of this car.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Fri 2/3/2012 3:43:05 PM
Subject: VW Group Decision Infomration - Lamborghini

Hello Jim,

Today we submitted Decision requests for vehicles within 2 Lamborghini test groups. A summary of the veh/config. submissions is listed below. Please advise of confirmatory decisions at your earliest convenience or call me if you have questions.

Best regards,

Mike

| Test Group Configuration | Test Group Description Description | Vehicle ID / |
|--------------------------|---|--------------|
| DNLXV06.5L830 | Aventador Roadster / Coupe with start / stop technology Aventador Roadster with start / stop | LB83-DSSCD / |
| DNLXV06.5L831 | Aventador Roadster / Coupe with start / stop technology Aventador Coupe with start / stop | LB83-DSSCD / |

| Test Group Configuration | Test Group Description Description | Vehicle ID / |
|--------------------------|--|--------------|
| DNLXV06.55LX0 | Aventador Roadster / Coupe with FFV Technology Aventador Roadster with FFV (gasoline tests) | LB83-DFFV/ |
| DNLXV06.55LX2 | Aventador Roadster / Coupe with FFV Technology Aventador Roadster with FFV (ethanol tests) | LB83-DFFV/ |
| DNLXV06.55LX1 | Aventador Roadster / Coupe with FFV Technology Aventador Coupe (FEDV) with FFV (gasoline tests) | LB83-DFFV/ |
| DNLXV06.55LX3 | Aventador Roadster / Coupe with FFV Technology Aventador Coupe (FEDV) with FFV (ethanol tests) | LB83-DFFV/ |

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 2/6/2012 11:32:28 PM
Subject: Re: VW Group - Lamborghini Start-Stop Questions
william.rodgers@vw.com

Ex. 6

call Steve Healy if any questions. x4121

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 02/06/2012 06:27 PM
Subject: Re: VW Group - Lamborghini Start-Stop Questions

Since the default is enabled, it resets to enabled, and its a low volume Lamborghini, I don't see a need to test with it disabled. If this was a more typical volume vehicle I would first require more info on the enablement parameters and that you to bring a sample vehicle for us to evaluate (like the Audis).

I would still like a list from them of the parameters and settings that enable/disable the feature.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 02/06/2012 08:52 AM
Subject: VW Group - Lamborghini Start-Stop Questions

Hello Jim,

Ex. 6

I am forwarding this information in reply to your questions regarding the Lamborghini Aventador with Start&Stop technology, test group DNLXV06.5L83.

We have confirmed the following:

- 1) Production vehicles will have a button to deactivate/activate the Start&Stop operation on the driver command.
- 2) The strategy is DEFAULT ON (i.e. every time you start the engine, the Start&Stop system is enabled, independently on the status at key off).
- 3) The test vehicle is a pre-production unit and does not have the button installed, it is instead programmed to remain in Start&Stop ON mode. This is based on the expectation that tests are to be performed in that mode. If you chose to confirm this vehicle, please let us know if it is vital that a driver activated switch be installed in the test vehicle?

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 3/17/2011 9:09:46 PM
Subject: Re: 2.0L TDI - Volkswagen Requests for Approval
[2012 VW DPF factor approval request.pdf](#)
[VW 2012 2.0L TDI SCR AECD request.pdf](#)

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, <[Ex. 7]@arb.ca.gov>
Date: 03/16/2011 03:03 PM
Subject: 2.0L TDI - Volkswagen Requests for Approval

Hello Jim and [Ex. 7]

Just a heads-up. I have submitted a request for approval of the upward and downward DPF regeneration adjustment factors for the 2012 model year 2.0L TDI test group CVWXV02.0U4S. The request was submitted to EPA and ARB through VERIFY and DMS respectively. These factors are determined as we have done so in the past for our DPF-equipped diesels.

Your attention to this matter would be appreciated. I would also appreciate an update on the status of the review of the SCR/AECD submittal for this test group.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

VOLKSWAGEN

GROUP OF AMERICA

REVIEWED AND ACCEPTED
DATE 3/12/2011 EPA REG. *J. Singh*

Mr. Linc Wehrly
Manager
Compliance and Innovative Strategies Division
U.S. Environmental Protection Agency
2000 Traverwood
Ann Arbor, Michigan 48105

Ex. 7

Name
Title
EEO Department

Ex. 7

Phone
Fax

Ex. 7

@vw.com E-Mail

Ex. 7

Mobile Source Operations Division
California Air Resources Board
9528 Telstar Avenue
El Monte, California 91731

March 16, 2011 Date

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Subject: Test Group CVWXV02.0U4S – Request for Approval; Engineering
Evaluation for Exhaust Emission Adjustment Factors

Dear Mr. Wehrly and **Ex. 7**

Volkswagen Group of America, Inc. ("Volkswagen") herewith submits for your review, a request for approval of an engineering evaluation for the development of exhaust emission adjustment factors. These adjustment factors would apply for certification and OBD demonstration for the 2.0L Turbocharged Direct Injection (TDI) Common Rail Diesel (Test Group: CVWXV02.0U4S).

This vehicle concept represented by this test group employs a diesel particulate filter (DPF) that experiences periodic regeneration. As such, adjustment factors have been determined to account for the regeneration of the DPF, if such an event does not occur during the course of an emission test (upward adjustment factor, or UAF) and when the regeneration of the DPF occurs during an emission test (downward adjustment factor, or DAF).

We look forward to your response.

Best regards,
VOLKSWAGEN GROUP OF AMERICA, INC.

Ex. 7

Enclosure

VOLKSWAGEN

GROUP OF AMERICA

REVIEWED AND ACCEPTED

DATE 3/17/2011 BY J. Saylor

Mr. Linc Wehrly
Manager
Compliance and Innovative Strategies Division
U.S. Environmental Protection Agency
2000 Traverwood
Ann Arbor, Michigan 48105

Ex. 7

Mobile Source Operations Division
California Air Resources Board
9528 Telstar Avenue
El Monte, California 91731

Ex. 7

Name
Title

EEO Department

Ex. 7

Phone
Fax

Ex. 7

@vw.com E-Mail

February 7, 2011 Date

VOLKSWAGEN GROUP OF AMERICA, INC.

3800 HAMLIN ROAD

AUBURN HILLS, MI 48326

PHONE +1 248 754 5000

Subject: Test Group CVWXV02.0U4S – Request for Approval; Selective Catalytic Reduction System and AECD Description

Dear Mr. Wehrly and **Ex. 7**

Volkswagen Group of America, Inc. ("Volkswagen") herewith submits for your review, a request for approval of a Selective Catalytic Reduction (SCR) emission control system strategy and Auxiliary Emission Control Device (AECD) description. This request and the enclosed documentation pertain to the following vehicle application:

| Model Year | Test Group | Engine Description | Vehicle Model |
|------------|--------------|---|---------------------------------------|
| 2012 | CVWXV02.0U4S | 2.0L Turbocharged Direct Injection (TDI) Common Rail Diesel | Volkswagen Passat (New Midsize Sedan) |

The information regarding SCR is prepared and submitted in accordance with the provisions of United States Environmental Protection Agency Guidance Document C1SD-07-07. As you may recall, the 2010 and 2011 model year Volkswagen Touareg and Audi Q7 models, equipped with the 3.0L TDI diesel engine, have been certified with an SCR emission control system. The basic function, including the driver inducement strategy, for this 2.0L TDI application, parallels the previously-approved system.

In addition to the SCR description, Volkswagen is providing for your review, preliminary pages from the application for certification of the subject test group, which identify and describe AECDs, including emission increasing AECDs (EI-AECD).

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 3/17/2011 10:28:57 PM
Subject: Re: Lamborghini Revised Certificate Request - CNLXV06.5L83

Mike, I have looked at the application some more. Looks in order overall but I don't recall noticing before the continued use of the config with 5th and 6th cats in the previous Part 1. For clarification, can you find out what is the difference between the L539 and L539A -besides the cats? Are they planning to even build the L539? Or maybe they built a few before the running change?

The emissions data in the part 1 and the cert application were run at the end of 2010 (except a test dated 1/12/2010, a typo?) but the Config lists the "L539" engine. See if you can find out if the data is from the L539 or L539A. It should be worst case emissions.

I'll be back monday.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 03/17/2011 07:33 AM
Subject: Lamborghini Revised Certificate Request - CNLXV06.5L83

Hello Jim,

As a follow up to our discussion, I have submitted a request for a "new" certificate for the above test group (although it should be a revision - "new" was the only option). Please let me know if you received this, since I have not received a confirmation email.

To summarize the reasons for the revised certificate request:

- 1) Name change from 834 to Aventador
- 2) New catalyst configuration (there will now be both 4 and 6 catalysts configurations).

Thanks for your help, please call me if you have any questions.

Thanks,
Mike

Michael Giles
Certification Specialist

Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/22/2011 12:48:30 PM
Subject: Re: Lamborghini Revised Certificate Request - CNLXV06.5L83

Let me know if I need to deny the certificate request fro you to revise it. didn't want to reject it if not needed.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: [Ex. 7]@vw.com]
Cc: [redacted]
Bcc: [redacted]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/22/2011 6:04:44 PM
Subject: Fw: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

[Ex. 7]@vw.com
[Ex. 7]@vw.com

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 03/22/2011 02:04 PM -----

From: Ben Haynes/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/22/2011 01:48 PM
Subject: Re: Fw: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

I have moved this vehicle to 18May11.

Ben

From: Jim Snyder/AA/USEPA/US
To: Ben Haynes/AA/USEPA/US@EPA
Date: 03/22/2011 12:54 PM
Subject: Fw: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Ben, this is the vehicle that is delayed and requested to be pulled from schedule. They'd like it scheduled near the diesel 411 10208 /12.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 03/22/2011 12:51 PM -----

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com>, [Ex. 7]@vw.com>,
[Ex. 7]@vw.com> [Ex. 7]@vw.com>
Date: 03/22/2011 12:14 PM

Subject: RE: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Hi Jim,

As a follow up to my phone message. We are requesting that the below mentioned confirmatory test be rescheduled for May 18, 2011 or during that week if possible.

Regards,

Ex. 7

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States

Ex. 7

@vw.com

From: **Ex. 7**

Sent: Monday, March 21, 2011 8:49 AM

To: Snyder, Jim

Cc: **Ex. 7**

Subject: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Hello Jim,

We are experiencing delays in getting the following vehicle shipped to the US and would like to request it be temporarily removed from the confirmatory test schedule until we can confirm an arrival date. We will contact you as soon as we know more so a new test date can be scheduled.

Vehicle ID: 411 10206 /12

Vehicle Configuration #: 0

Test Group Name: CVWXV03.6U41

Current test date: 03-28-2011

Best regards,

Ex. 7

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States

Ex. 7

@vw.com

/ _ \.
(o\ _ /o)

To: [Ex. 7]@vw.com]
Cc: CN=Arvon Mitcham/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 4/13/2011 9:37:38 PM
Subject: RE: Lambo ADP

[Ex. 7] are you available for a short phone conference tomorrow sometime between 9:30 and 1:00?

We have some questions on which vehicles are using vehicle aging, VW bench aging, and Lambo bench aging for 2011 and 2012. do you have a table or chart like that?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA
Date: 04/13/2011 04:21 PM
Subject: RE: Lambo ADP

Hello Jim and Arvon:

(Arvon – I left a telephone message with you a earlier today.)

I would appreciate an update on the status of the Lamborghini Bench Test request for approval. This topic has become somewhat urgent.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

From: [Ex. 7]
Sent: Friday, April 01, 2011 8:30 AM
To: 'Snyder.Jim@epamail.epa.gov'

Subject: RE: Lambo ADP

Hi Jim:

Great. Thanks for the follow-up.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Thursday, March 31, 2011 5:22 PM

To: **Ex. 7**

Subject: Lambo ADP

I talked to Arvon about the Lambo ADP. He seemed agreeable to it so you may hear from him soon.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: [Ex. 7]@vw.com]
Cc: CN=Arvon Mitcham/OU=AA/O=USEPA/C=US@EPA; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 4/14/2011 3:37:29 PM
Subject: RE: Lambo ADP
<mailto:Snyder.Jim@epamail.epa.gov>

Thanks for the note clarifying the various methods used. Arvon and I discussed it and agreed that you are okay. He will send VW and Lamborghini a formal letter of approval but you can submit cert requests before then too.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com>
Date: 04/14/2011 10:44 AM
Subject: RE: Lambo ADP

Hello Jim and Arvon:

I am available between 11 AM and 3 PM today. Do you have specific questions regarding the Lamborghini submission? If so I can try to tie in the Lamborghini folks. You may recall that they volunteered to have a conference call.

Regarding the durability procedures used for MY 2011 and 2012, there are charts in Section 4 of the Common Section that identify the durability procedure used for each test group. For these model years, the general breakdown is essentially the same and is described below:

1. The majority of the test groups use the Volkswagen Alternate Durability Procedure (VWADP), which is a whole-vehicle, accelerated durability procedure that has been used for a number of years.
2. The Diesel test groups (2.0L TDI and 3.0L TDI), use the Standard Road Cycle.
3. EPA assigned DFs are used for three limited production concepts; namely the Bentley 63/4L Mulsanne, the Lamborghini V-12 Aventador, and the Bugatti.

Lamborghini is requesting approval of a bench cycle for use with a forthcoming 2012 test group.

At one point, we presented a Volkswagen Bench Cycle; however, this procedure is not used at the moment. There is a reference to this procedure in the Lamborghini Bench Cycle request, for comparison purposes. In addition, we have presented a Bench Cycle for diesels, but again, we are not there yet.

If you would like a list summarizing the application of the procedures, please let me know.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

E-Mail: Ex. 7@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, April 13, 2011 5:38 PM
To: Ex. 7
Cc: Mitcham.Arvon@epamail.epa.gov
Subject: RE: Lambo ADP

Ex. 7 are you available for a short phone conference tomorrow sometime between 9:30 and 1:00?

We have some questions on which vehicles are using vehicle aging, VW bench aging, and Lambo bench aging for 2011 and 2012. do you have a table or chart like that?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Ex. 7@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA
Date: 04/13/2011 04:21 PM
Subject: RE: Lambo ADP

Hello Jim and Arvon:

(Arvon – I left a telephone message with you a earlier today.)

I would appreciate an update on the status of the Lamborghini Bench Test request for approval. This topic has become somewhat urgent.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

From: **Ex. 7**
Sent: Friday, April 01, 2011 8:30 AM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: RE: Lambo ADP

Hi Jim:

Great. Thanks for the follow-up.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, March 31, 2011 5:22 PM
To: **Ex. 7**
Subject: Lambo ADP

I talked to Arvon about the Lambo ADP. He seemed agreeable to it so you may hear from him soon.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 4/27/2011 8:25:42 PM
Subject: Re: VW Group - Test Question
([embedded image](#))

I scheduled both a 2bag and a 1bag US06. On my side of Verify, they are both shown as code 90 but one will change to 89 in the lab's system.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 04/27/2011 01:39 PM
Subject: VW Group - Test Question

Hi Jim,
Is the diesel US06 testing to be performed on this vehicle intended to be both (test type 90) one bag tests for particulate measurement, or did you mean one test to be a (test type 89) two bag?
Thanks,
Bill

From: Verify Administrator
Subject: Vehicle selected for Test B3UG-TAQ, Supplemental Information needed
Date: Fri 4/22/2011 1:52 PM

Your recent submission has been selected by the EPA for Confirmatory Testing for the following vehicle:
Manufacturer: ADX Vehicle ID: B3UG-TAQ Vehicle Configuration: 0 Please submit your supplemental information as soon as possible so that the EPA can schedule a test date. Below are the specific tests that will be run: 90 - US06 19 - Cert Diesel 7-15 ppm Sulfur 2 - CVS 75 and later (w/o can. load) 19 - Cert Diesel 7-15 ppm Sulfur 90 - US06 19 - Cert Diesel 7-15 ppm Sulfur 3 - HWFE 19 - Cert Diesel 7-15 ppm Sulfur

Vehicle ID: B3UG-TAQ
Vehicle Configuration #: 0
Test Group Name: CADXT03.03UG

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 5/10/2011 8:17:35 PM
Subject: Re: VW Group - Vehicle ID: C3UK-AMQ shift schedules updated
william.rodgers@vw.com
(embedded image)

I asked the lab to let me know if it looks okay on their side.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>, "Kissling, Karlheinz (N/EA-521)" <Karlheinz.Kissling@AUDI.DE>
Date: 05/10/2011 07:43 AM
Subject: VW Group - Vehicle ID: C3UK-AMQ shift schedules updated

Hello Jim,
We have updated the Supplemental Information for the follow vehicle to include all new manual transmission shift schedules. This vehicle is schedule for confirmatory testing no May 25th. Please be sure your lab receives this new information prior to testing.

From: Verify Administrator
Subject: Supplemental Information received
Date: Tue 5/10/2011 7:31 AM

Your recent Supplemental Information submission has been received by the EPA and you will be notified if any additional actions on your part are required. A Submission Processing Report and any requested dataset reports can be found on the status history page. The status history page can be reached by clicking on the link near the bottom of this Inbox message.

The following is a summary of the processing report:

Total Datasets Submitted: 1

Accepted Datasets: 1
Rejected Datasets: 0

Vehicle ID: C3UK-AMQ
Vehicle Configuration #: 0

Thanks,
Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

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To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 5/20/2011 3:14:31 PM
Subject: Re: VW Group - VID 411_10206__12 Release

Because the correlation between manufacturer's data and our initial test was so close, I don't want to use lab resources retesting the vehicle to get validated NOx results. We will use manufacturer's data as official results.

I released VID 411_10206__12. I noticed its already parked in the lot out front ready for pickup.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>, "Rhodes, Brian" <Brian.Rhodes@vw.com>
Date: 05/20/2011 08:01 AM
Subject: VW Group - VID 411_10206__12 Release

Hello Jim,

Can you please release the Passat 3.6L VID 411_10206_12 so we can pick it up on Monday morning.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com <mailto:william.rodgers@vw.com>

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To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 5/23/2011 1:56:04 PM
Subject: Re: VW Group - VID C3UG-TAQ Confirmatory prep

Thanks for the heads up. Latest word from the lab is that they can test Diesels starting Thursday so prep would be Wednesday. I don't yet have confirmation that they are planning to run both diesels that day.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/23/2011 09:32 AM
Subject: VW Group - VID C3UG-TAQ Confirmatory prep

Hello Jim,

Our factory engineers have requested to be present when your lab starts the prep cycle for the above Audi Q7 diesel confirmatory vehicle. The engineers who will be present are: Mr. Karlheinz Kissling, Mr. Michael Schuetze and Mr. Sandro Olt.

Please let me know the time/day they should be available in the manufacturers room, Or if this request cannot be fulfilled.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com <mailto:william.rodgers@vw.com>

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[attachment "winmail.dat" deleted by Jim Snyder/AA/USEPA/US] [attachment "message_body.rtf" deleted by Jim Snyder/AA/USEPA/US]


To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 5/26/2011 3:10:19 PM
Subject: 2012 Audi TTRS 1st confirmatory test results
[2012 Audi TTRS 1st confirmatory test results.pdf](#)


Hi Bill, The FTP city is failing NMOG and will be retested.

The US06 and Highway are more than 3% low on FE so let me know if VW accepts the data or requests a retest.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

MFR

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|---------------------|---------------------------|--|------------|------------|-------------------------------------|----------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Information | | | Vehicle ID: C3UK-AMQ | | | | |
|  Test Number: 2011-0170-018 Test Date: 5/25/2011 Key Start / Hot Soak: 07:38:20 / 09:47 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa) Calculation Method: Gasoline Pretest Remarks: | | | MFR Name: AUDI MFR Codes: 640 Config #: 00 Transmission: MANUAL Shift Schedule: A06400022 Beginning Odometer: 004308.0 MI Drive Schedule: flp3bag Soak Period: 19.1 hours | | | | |
| Bag Data | | | | | | | |
| | HC-FID | CO | NOx | CO2 | CH4 | NonMeth HC | |
| | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Phase 1 | | | | | | | |
| Sample | 38.419 | 62.857 | 1.429 | 1.010 | 3.753 | | |
| Ambient | 5.631 | 0.522 | 0.019 | 0.045 | 2.083 | | |
| Net Concentration | 33.217 | 62.375 | 1.412 | 0.969 | 1.829 | 31.229 | |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | 7.463 | 0.927 | 0.159 | 0.722 | 1.969 | | |
| Ambient | 5.873 | 0.095 | 0.017 | 0.045 | 2.075 | | |
| Net Concentration | 1.906 | 0.838 | 0.143 | 0.679 | 0.006 | 1.899 | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | 6.508 | 9.335 | 0.188 | 0.935 | 2.171 | | |
| Ambient | 5.795 | 0.087 | 0.016 | 0.044 | 2.077 | | |
| Net Concentration | 1.119 | 9.254 | 0.173 | 0.894 | 0.240 | 0.858 | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: This test has particulate results. | | | | | | | |
| Results | | | | | | | |
| | HC-FID | CO | NOx | CO2 | CH4 | NMHC / NMOG | Vol MPG |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.428 | 1.623 | 0.055 | 396.0 | 0.027 | 0.402 / 0.419 | 22.321 |
| Phase 2 | 0.039 | 0.035 | 0.009 | 442.6 | 0.000 | 0.039 / 0.041 | 20.159 |
| Phase 3 | 0.014 | 0.239 | 0.007 | 362.6 | 0.004 | 0.011 / 0.011 | 24.585 |
| Weighted | 0.11292 | 0.42019 | 0.01782 | 410.887 | 0.00671 | (NMOG=1.04xNMHC) 0.1066 / 0.1109 | |
| Fuel Economy | | | | | | | |
| | Gasoline MPG | Dyno Settings | | | | | |
| Phase 1 | 22.27 | Dyno #: D329 - FWD | | | | | |
| Phase 2 | 20.11 | Inertia: 3750 | | | | | |
| Phase 3 | 24.53 | EPA Set Co A: 12.52 | | | | | |
| | | EPA Set Co B: 0.0882 | | | | | |
| | | EPA Set Co C: 0.02124 | | | | | |
| Weighted | 21.61 | Emiss-Bench: Mexa 7200dle | | | | | |

| NVFEL Laboratory Test Data | | | | | | | CVS | |
|---|---------------------------------------|--------------------------|----------------------|-------------------------------|-----------------------|-----------------------|------------------------|----------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | | |
| Test Number: 2011-0170-018 | | | | Vehicle ID: C3UK-AMQ | | | | |
|  | Results | <u>HC-FID</u> (grams) | <u>CO</u> (grams) | <u>NOx</u> (grams) | <u>CO2</u> (grams) | <u>CH4</u> (grams) | <u>NMHC</u> (grams) | <u>Meth Response</u> |
| | Phase 1 | 1.535 | 5.821 | 0.197 | 1420.3 | 0.098 | 1.443 | 1.087 |
| | Phase 2 | 0.151 | 0.134 | 0.034 | 1705.3 | 0.001 | 0.150 | |
| | Phase 3 | 0.052 | 0.861 | 0.024 | 1306.2 | 0.013 | 0.040 | |
| | Test Conditions | | | | | | | |
| | | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> | | | |
| | Barometer (inHg) | 28.96 | 28.96 | 28.96 | | | | |
| | Avg Cell Temp (degF) | 74.74 | 74.59 | 76.03 | | | | |
| | Dew Point (degF) | 49.86 | 49.46 | 49.20 | | | | |
| | Specific Humidity (grains/lbm) | 55.05 | 54.22 | 53.69 | | | | |
| | NOx Corr Factor | 0.9143 | 0.9110 | 0.9090 | | | | |
| | CO2 Dilution Factor | 13.136 | 18.542 | 14.309 | | | | |
| | CFV Vmix (scf @68F) | 2808.24 | 4805.59 | 2799.06 | | | | |
| | Total Vmix (scf@68F) | 2830.55 | 4843.86 | 2821.33 | | | | |
| | CVS Flow Rate Avg (scfm) | 332.53 | 331.23 | 331.51 | | | | |
| | Fan Placement: One Fan - Down - Front | | | | | | | |
| | Phase Time (secs) | 506.70 | 870.50 | 506.61 | | | | |
| | Distance (miles) | 3.587 | 3.853 | 3.602 | | | | |
| | Bag Analysis Time (secs) | 1004.2 | 247.1 | 140.7 | | | | |
| MFR Test Results for Procedure 21 Federal fuel 2-day exhaust (w/can load) | | | | | | | | |
| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> | | |
| 1E+07 | 0.0307 | 0.48 | 0.01 | 391 | 0 | 0.0258 | | |
| <u>Odometer</u> | <u>MPG</u> | PM | | | | | | |
| 4157 M | 22.7 | 0.004 | | | | | | |
| MPG is 5.03 % higher than EPA MPG | | | | MFR Lab: Audi AG Neckarsulm | | | | |
| | | | | Dyno: 7 | | | | |
| | | | | Fuel: 61 Tier 2 Cert Gasoline | | | | |

mfr
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-017

Vehicle ID: C3UK-AMQ

Test Information



Test Date: 5/25/2011

MFR Name: AUDI

Key Start: 09:05:32

MFR Codes: 640

ADX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: MANUAL

Test Procedure: 03 HWFET (hwfetprep_hwfet)

Shift Schedule: A06400023

Calculation Method: Gasoline

Beginning Odometer: 004320.0 MI

Pretest Remarks:

Drive Schedule: hwfet_hwfet

Bag Data

Phase 1

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Sample | 8.472 | 46.413 | 0.167 | 1.256 | 2.785 | |
| Ambient | 4.391 | 0.558 | 0.017 | 0.045 | 2.094 | |
| Net Concentration | 4.495 | 45.907 | 0.151 | 1.215 | 0.887 | 3.530 |

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks: This test has particulate results.

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|---------|-----------------|-------------|--------------|--------------|--------------|----------------------|------------------|
| Phase 1 | 0.030 | 0.622 | 0.003 | 258.5 | 0.007 | 0.024 / 0.025 | 34.381 |

(NMOG=1.04xNMHC)

Fuel Economy

Gasoline MPG

Phase 1 34.30

Dyno Settings

Dyno #: D329 - FWD


Inertia: 3750


EPA Set Co A: 12.52

EPA Set Co B: 0.0882

EPA Set Co C: 0.02124

Emiss-Bench: Mexa 7200die

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|--------------------------|----------------------|-------------------------------|-----------------------|-----------------------|------------------------|----------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2011-0170-017 | | | Vehicle ID: C3UK-AMQ | | | | |
| Results | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|  | Phase 1 | 0.309 | 6.367 | 0.031 | 2647.9 | 0.071 | 0.243 |
| 1.087 | | | | | | | |
| Test Conditions | | | | | | | |
| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> | | | |
| Barometer (inHg) | 28.99 | | | | | | |
| Avg Cell Temp (degF) | 74.49 | | | | | | |
| Dew Point (degF) | 49.46 | | | | | | |
| Specific Humidity (grains/lbm) | 54.17 | | | | | | |
| NOx Corr Factor | 0.9108 | | | | | | |
| CO2 Dilution Factor | 10.623 | | | | | | |
| CFV Vmix (scf @68F) | 4173.46 | | | | | | |
| Total Vmix (scf@68F) | 4206.86 | | | | | | |
| CVS Flow Rate Avg (scfm) | 327.29 | | | | | | |
| Fan Placement: One Fan - Down - Front | | | | | | | |
| Phase Time (secs) | 765.10 | | | | | | |
| Distance (miles) | 10.242 | | | | | | |
| Bag Analysis Time (secs) | 125.2 | | | | | | |
| MFR Test Results for Procedure 3 HWFE | | | | | | | |
| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> | |
| 1E+07 | 0.029 | 0.56 | 0.005 | 245 | 0 | 0.0239 | |
| <u>Odometer</u> | <u>MPG</u> | PM | | | | | |
| 4168 M | 36.1 | 0.004 | | | | | |
| MPG is 5.24 % higher than EPA MPG | | | | | | | |
| | | | MFR Lab: Audi AG Neckarsulm | | | | |
| | | | Dyno: 7 | | | | |
| | | | Fuel: 61 Tier 2 Cert Gasoline | | | | |
| <div style="display: flex; justify-content: space-between; font-size: small;"> v101208 - d329 EPAVDAEm110525083509 Page 2 of 2 Print Time 25-May-2011 14:31 </div> | | | | | | | |

| NVFEL Laboratory Test Data | | | | | | PARTICULATE | | |
|---|-------------------|--|-------------------------|---------------------------------|---------------------|-------------------------------------|-------------------------------------|-----------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | | |
| Test Number: 2011-0170-017 | | | | Vehicle ID: C3UK-AMQ | | | | |
|  | | Test Date: 5/25/2011 | | MFR Name: AUDI | | | | |
| | | Key Start: 09:05:32 | | MFR Codes: 640 | | ADX | | |
| | | Fuel Container ID: F00023 | | Config #: 00 | | | | |
| | | Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: MANUAL | | | | |
| | | Test Procedure: 03 HWFET (hwfetprep_hwfet) | | Shift Schedule: A06400023 | | | | |
| | | Calculation Method: Gasoline | | Beginning Odometer: 004320.0 MI | | | | |
| Pretest Remarks: | | | | Drive Schedule: hwfet_hwfet | | | | |
| All filter weights are corrected for buoyancy. | | | | | | | | |
| Particulate | Filter Sampler | Filter No. | Tare (Pre Wt) | Gross (Post Wt) | Net Wt mg | Total Mass mg | Total Mass mg / mi | Filter comment |
| Phase 1 | | | | | | | | |
| | A | 184266 | 135.4764 | 135.5867 | 0.11034 | 41.621 | 4.064 | |
| | B | 184267 | 135.9122 | 136.0160 | 0.10383 | 39.258 | 3.833 | |
| | C | 184268 | 136.0048 | 136.1053 | 0.10053 | 38.052 | 3.715 | |
| Remarks: | | | | | | | | |
| Phase 2 | | | | | | | | |
| Remarks: | | | | | | | | |
| Phase 3 | | | | | | | | |
| Remarks: | | | | | | | | |
| Phase 4 | | | | | | | | |
| Remarks: <u>This test has particulate results.</u> | | | | | | | | |
| Average Results | | | | | <u>Net Wt</u> mg | <u>Total Mass</u> mg | <u>Total Mass</u> mg / mi | |
| Phase 1 | | | | | 0.10490 | 39.644 | 3.871 | |
| All filter weights are corrected for buoyancy. | | | | | | | | |
| Reference Filter Stability Check | | | <u>Tare</u> (Pre Wt) | <u>Gross</u> (Post Wt) | <u>Net Wt</u> mg | <u>Stability Check</u> PASS/FAIL | Dyno #: D329 - FWD Inertia: 3750 | |
| 2% of Avg Net or 0.01 mg | | | No. | | | | | |
| 0.01 | | | 1 | 140.44739 | 140.44841 | 0.00102 | PASS | EPA Set Co A: 12.52 |
| | | | 2 | 138.47901 | 138.47903 | 0.00002 | PASS | EPA Set Co B: 0.0882 |
| | | | | | | | | EPA Set Co C: 0.02124 |
| Emissions Bench Mexa 7200dle | | | | | | | | |
| v101208 - d329 EPAVDAEm110525083509 | | | | Page 1 of 2 | | Print Time 25-May-2011 14:31 | | |

**NVFEL Laboratory Test Data****PARTICULATE**

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-017

Vehicle ID: C3UK-AMQ

| Test number: 2011-0178-011 | | | Vehicle ID: C50K-AMQ | | | | |
|----------------------------|---------------|-----------|----------------------|-----------|-----------|-----------------------|--------------------------|
| WEIGHING CHAMBER | Buoyancy | Operator | Chamber Temp | Dew Point | Barometer | Last Change In Status | |
| Timestamp | Factor | (Id) | (°F) | (°F) | ("Hg) | Status @ timestamp | |
| Pre-test | 5/24/11 10:34 | 1.0011098 | 021798 | 70.2 | 48.9 | 28.88 | NORM @ 05/23/11 11:19:31 |
| Post-test | 5/25/11 12:29 | 1.0011092 | 021798 | 70.4 | 49.1 | 28.88 | NORM @ 05/24/11 13:59:53 |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|----------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 28.99 | | | |
| Avg Cell Temp (degF) | 74.49 | | | |
| Dew Point (degF) | 49.46 | | | |
| Specific Humidity (grains/lbm) | 54.17 | | | |
| NOx Corr Factor | 0.9108 | | | |
| Dilution Factor | 10.62 | | | |
| CFV Vmix (scf @68F) | 4173.46 | | | |
| Sample Volume A (scf @68F) | 11.153 | | | |
| Sample Volume B (scf @68F) | 11.127 | | | |
| Sample Volume C (scf @68F) | 11.114 | | | |
| Sample Volume D (scf @68F) | | | | |
| Sample Volume Average (scf @68F) | 11.131 | | | |
| Total Vmix (scf @68F) | 4206.86 | | | |
| Phase Time (sec) | 765.10 | | | |
| Distance (miles) | 10.242 | | | |
| PSU Probe A (degC) | | | | |
| PSU Probe B (degC) | | | | |
| PSU Probe C (degC) | | | | |
| PSU Dil Air A (degC) | 41.5 | | | |
| PSU Dil Air B (degC) | 44.0 | | | |
| PSU Dil Air C (degC) | 40.3 | | | |
| PSU Filter A (degC) | 45.3 | | | |
| PSU Filter B (degC) | 48.2 | | | |
| PSU Filter C (degC) | 45.6 | | | |
| PSU Dil Flow A (lpm) | 29.7 | | | |
| PSU Dil Flow B (lpm) | 29.7 | | | |
| PSU Dil Flow C (lpm) | 29.7 | | | |
| PSU A Proportionality | | | | |
| PSU B Proportionality | | | | |
| PSU C Proportionality | | | | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-019

Vehicle ID: C3UK-AMQ

Test Information

Test Date: 5/25/2011

MFR Name: AUDI

Key Start: 10:04:31

MFR Codes: 640

ADX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: MANUAL

Test Procedure: 90 US06 (us06warmup_us06)

Shift Schedule: A06400024

Calculation Method: Gasoline

Beginning Odometer: 004341.0 MI

Pretest Remarks:

Drive Schedule: us06_us06



Bag Data

Phase 1

Sample
Ambient
Net Concentration

HC-FID

(ppmC)

5.882

3.173

2.960

CO

(ppm)

50.825

0.709

50.172

NOx

(ppm)

1.340

0.021

1.320

CO2

(%)

1.055

0.044

1.014

CH4

(ppm)

2.435

1.985

0.607

NonMeth HC

(ppmC)

2.301

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks: This test has particulate results.

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|---------|-----------------|-------------|--------------|--------------|--------------|----------------------|------------------|
| Phase 1 | 0.034 | 1.162 | 0.046 | 369.2 | 0.008 | 0.026 / 0.027 | 24.049 |

(NMOG=1.04xNMHC)

Fuel Economy

Gasoline MPG
Phase 1 23.99

Dyno Settings

Dyno #: D329 - FWD


Inertia: 3750

EPA Set Co A: 12.52

EPA Set Co B: 0.0882


EPA Set Co C: 0.02124

Emiss-Bench: Mexa 7200dle

| NVFEL Laboratory Test Data | | | | | | | CVS | |
|---|----------------|--------------------------|----------------------|-----------------------|-----------------------|-----------------------|------------------------|----------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | | |
| Test Number: 2011-0170-019 | | | | Vehicle ID: C3UK-AMQ | | | | |
| Results  | Phase 1 | <u>HC-FID</u> (grams) | <u>CO</u> (grams) | <u>NOx</u> (grams) | <u>CO2</u> (grams) | <u>CH4</u> (grams) | <u>NMHC</u> (grams) | <u>Meth Response</u> |
| | | 0.272 | 9.292 | 0.368 | 2952.3 | 0.064 | 0.211 | 1.087 |

| Test Conditions | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---|---------|---------|---------|---------|
| Barometer (inHg) | 28.94 | | | |
| Avg Cell Temp (degF) | 74.91 | | | |
| Dew Point (degF) | 49.95 | | | |
| Specific Humidity (grains/lbm) | 55.28 | | | |
| NOx Corr Factor | 0.9152 | | | |
| CO2 Dilution Factor | 12.638 | | | |
| CFV Vmix (scf @68F) | 5591.34 | | | |
| Total Vmix (scf@68F) | 5617.51 | | | |
| CVS Flow Rate Avg (scfm) | 557.83 | | | |
| Fan Placement: USO6 Only - One Large Fan - Down - Front Phase Time (secs) 601.40 Distance (miles) 7.996 Bag Analysis Time (secs) 135.3 | | | | |

| MFR Test Results for Procedure 90 US06 | | | | | | |
|---|------------|-----------|------------|-------------------------------|-------------|-------------------|
| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> |
| 1E+07 | 0.0275 | 0.97 | 0.058 | 349 | 0 | 0.0218 |
| <u>Odometer</u> | <u>MPG</u> | PM | | MFR Lab: Audi AG Neckarsulm | | |
| 4189 M | 25.3 | 0.004 | | Dyno: 7 | | |
| MPG is 5.45 % higher than EPA MPG | | | | Fuel: 61 Tier 2 Cert Gasoline | | |

| NVFEL Laboratory Test Data | | | | | | PARTICULATE | | |
|---|---|----------------------------|---------------------------------|-----------------|----------------------|------------------------------|----------------------------------|----------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | | |
| Test Information | | Test Number: 2011-0170-019 | | | Vehicle ID: C3UK-AMQ | | | |
|  | Test Date: 5/25/2011 | | MFR Name: AUDI | | | | | |
| | Key Start: 10:04:31 | | MFR Codes: 640 | | | ADX | | |
| | Fuel Container ID: F00023 | | Config #: 00 | | | | | |
| | Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: MANUAL | | | | | |
| | Test Procedure: 90 US06 (us06warmup_us06) | | Shift Schedule: A06400024 | | | | | |
| | Calculation Method: Gasoline | | Beginning Odometer: 004341.0 MI | | | | | |
| Pretest Remarks: | | Drive Schedule: us06_us06 | | | | | | |
| All filter weights are corrected for buoyancy. | | | | | | | | |
| Particulate | Filter Sampler | Filter No. | Tare (Pre Wt) | Gross (Post Wt) | Net Wt mg | Total Mass mg | Total Mass mg / ml | Filter comment |
| <u>Phase 1</u> | A | 184269 | 139.2693 | 139.3256 | 0.05633 | 36.304 | 4.540 | |
| | B | 184270 | 136.4760 | 136.5253 | 0.04933 | 31.784 | 3.975 | |
| | C | 184271 | 137.2471 | 137.3004 | 0.05323 | 34.230 | 4.281 | |
| Remarks: | | | | | | | | |
| <u>Phase 2</u> | | | | | | | | |
| Remarks: | | | | | | | | |
| <u>Phase 3</u> | | | | | | | | |
| Remarks: | | | | | | | | |
| <u>Phase 4</u> | | | | | | | | |
| Remarks: <u>This test has particulate results.</u> | | | | | | | | |
| Average Results | | | | | Net Wt mg | Total Mass mg | Total Mass mg / ml | |
| Phase 1 | | | | | 0.05297 | 34.106 | 4.265 | |
| All filter weights are corrected for buoyancy. | | | | | | | | |
| Reference Filter Stability Check | | | Tare (Pre Wt) | Gross (Post Wt) | Net Wt mg | Stability Check PASS/FAIL | Dyno #: D329 - FWD Inertia: 3750 | |
| 2% of Avg Net or 0.01 mg | No. | | | | | | EPA Set Co A: 12.52 | |
| 0.01 | 1 | 140.44639 | 140.44816 | 0.00177 | PASS | | EPA Set Co B: 0.0882 | |
| | 2 | 138.47871 | 138.47898 | 0.00027 | PASS | | EPA Set Co C: 0.02124 | |
| Emissions Bench Mexa 7200dle | | | | | | | | |
| v101208 - d329 EPAVDAEm110525093718 | | | | Page 1 of 2 | | Print Time 25-May-2011 14:33 | | |

**NVFEL Laboratory Test Data****PARTICULATE****Final Laboratory Test Results- Refer to VERIFY Reports for Official Data**

Test Number: 2011-0170-019

Vehicle ID: C3UK-AMQ

| <u>WEIGHING CHAMBER</u> | | <u>Buoyancy</u> | <u>Operator</u> | <u>Chamber Temp</u> | <u>Dew Point</u> | <u>Barometer</u> | <u>Last Change in Status</u> |
|-------------------------|---------------|-----------------|-----------------|---------------------|------------------|------------------|------------------------------|
| | Timestamp | Factor | (id) | (°F) | (°F) | ("Hg) | Status @ timestamp |
| <u>Pre-test</u> | 5/24/11 10:44 | 1.0011098 | 021798 | 70.2 | 48.9 | 28.88 | NORM @ 05/23/11 11:19:31 |
| <u>Post-test</u> | 5/25/11 12:43 | 1.0011081 | 021798 | 70.8 | 49.4 | 28.88 | NORM @ 05/24/11 13:59:53 |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|----------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 28.94 | | | |
| Avg Cell Temp (degF) | 74.91 | | | |
| Dew Point (degF) | 49.95 | | | |
| Specific Humidity (grains/lbm) | 55.28 | | | |
| NOx Corr Factor | 0.9152 | | | |
| Dilution Factor | 12.64 | | | |
| CFV Vmix (scf @68F) | 5591.34 | | | |
| Sample Volume A (scf @68F) | 8.717 | | | |
| Sample Volume B (scf @68F) | 8.718 | | | |
| Sample Volume C (scf @68F) | 8.736 | | | |
| Sample Volume D (scf @68F) | | | | |
| Sample Volume Average (scf @68F) | 8.724 | | | |
| Total Vmix (scf @68F) | 5617.51 | | | |
| Phase Time (sec) | 601.40 | | | |
| Distance (miles) | 7.996 | | | |
| PSU Probe A (degC) | | | | |
| PSU Probe B (degC) | | | | |
| PSU Probe C (degC) | | | | |
| PSU Dil Air A (degC) | 41.8 | | | |
| PSU Dil Air B (degC) | 44.5 | | | |
| PSU Dil Air C (degC) | 41.0 | | | |
| PSU Filter A (degC) | 45.5 | | | |
| PSU Filter B (degC) | 47.5 | | | |
| PSU Filter C (degC) | 44.4 | | | |
| PSU Dil Flow A (lpm) | 29.6 | | | |
| PSU Dil Flow B (lpm) | 29.6 | | | |
| PSU Dil Flow C (lpm) | 29.6 | | | |
| PSU A Proportionality | | | | |
| PSU B Proportionality | | | | |
| PSU C Proportionality | | | | |

mfr
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-020

Vehicle ID: C3UK-AMQ

Test Information

Test Date: 5/25/2011

MFR Name: AUDI

Key Start: 10:51:09

MFR Codes: 640

ADX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: MANUAL

Test Procedure: 89 us062bag (us06warmup_2bagus06)

Shift Schedule: A06400024

Calculation Method: Gasoline

Beginning Odometer: 004356.0 MI

Pretest Remarks:

Drive Schedule: us06warmup_2bagus06



Bag Data

Phase 1

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Sample | 6.527 | 31.425 | 0.880 | 0.851 | 2.240 | |
| Ambient | 5.267 | 0.609 | 0.018 | 0.044 | 2.030 | |
| Net Concentration | 1.596 | 30.855 | 0.864 | 0.810 | 0.339 | 1.228 |

Remarks:

Phase 2

| | | | | | | |
|-------------------|-------|--------|-------|-------|-------|-------|
| Sample | 7.733 | 69.682 | 1.957 | 1.188 | 2.447 | |
| Ambient | 5.239 | 0.654 | 0.019 | 0.044 | 2.038 | |
| Net Concentration | 2.961 | 69.087 | 1.940 | 1.147 | 0.591 | 2.319 |

Remarks:

Phase 3

| | |
|-------------------|--|
| Sample | |
| Ambient | |
| Net Concentration | |

Remarks:

Phase 4

| | |
|-------------------|--|
| Sample | |
| Ambient | |
| Net Concentration | |

Remarks:

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|---------|-----------------|-------------|--------------|--------------|--------------|----------------------|------------------|
| Phase 1 | 0.032 | 1.266 | 0.053 | 522.6 | 0.008 | 0.025 / 0.026 | 17.012 |
| Phase 2 | 0.026 | 1.236 | 0.052 | 322.5 | 0.006 | 0.021 / 0.021 | 27.503 |

Composite 0.02761 1.24271 0.05241 366.803 0.00648 (NMOG=1.04xNMHC) 0.0215 / 0.0224

Fuel Economy

Gasoline MPG

| | | | | | | | |
|-----------|-------|--|--|--|--|--|--|
| Phase 1 | 16.97 | | | | | | |
| Phase 2 | 27.44 | | | | | | |
| Composite | 24.13 | | | | | | |

Dyno Settings

Dyno #: D329 - FWD


Inertia: 3750

EPA Set Co A: 12.52

EPA Set Co B: 0.0882

EPA Set Co C: 0.02124

Emiss-Bench: Mexa 7200dle

| NVFEL Laboratory Test Data | | | | | | | CVS |
|--|--------------------------|----------------------|-----------------------|-------------------------------|-----------------------|------------------------|-------------------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2011-0170-020 | | | | Vehicle ID: C3UK-AMQ | | | |
| Results  | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response 1.087 |
| Phase 1 | 0.057 | 2.243 | 0.094 | 925.4 | 0.014 | 0.044 | |
| Phase 2 | 0.163 | 7.696 | 0.325 | 2008.1 | 0.038 | 0.128 | |
| Test Conditions | | | | | | | |
| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> | | | |
| Barometer (inHg) | 28.93 | 28.93 | | | | | |
| Avg Cell Temp (degF) | 74.40 | 74.52 | | | | | |
| Dew Point (degF) | 49.80 | 49.97 | | | | | |
| Specific Humidity (grains/lbm) | 55.00 | 55.35 | | | | | |
| NOx Corr Factor | 0.9141 | 0.9154 | | | | | |
| CO2 Dilution Factor | 15.668 | 11.211 | | | | | |
| CFV Vmix (scf @68F) | 2204.65 | 3378.68 | | | | | |
| CVS Flow Rate Avg (scfm) | 558.85 | 555.40 | | | | | |
| Fan Placement: US06 Only - One Large Fan - Down - Front | | | | | | | |
| Phase Time (secs) | 130.00 | 365.00 | 106.69 | | | | |
| Distance (miles) | 1.771 | 6.227 | | | | | |
| Bag Analysis Time (secs) | 129.8 | 351.4 | | | | | |
| MFR Test Results for Procedure 90 US06 | | | | | | | |
| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> | |
| 1E+07 | 0.0275 | 0.97 | 0.058 | 349 | 0 | 0.0218 | |
| <u>Odometer</u> | <u>MPG</u> | PM | | MFR Lab: Audi AG Neckarsulm | | | |
| 4189 M | 25.3 | 0.004 | | Dyno: 7 | | | |
| MPG is 4.85 % higher than EPA MPG | | | | Fuel: 61 Tier 2 Cert Gasoline | | | |

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 5/31/2011 1:53:46 PM
Subject: Fw: 411 10208-12_5-26-11 Laboratory Test Data
[411 10208-12_5-26-11.pdf](#)


Here's the Diesel Passat data. The FTP data was voided due to CH4 span check and will have to be rerun.
Let me if VW accepts the US06 and Hwy.


I haven't seen any of the recent tests in Verify yet but hopefully we will later this morning.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 05/31/2011 09:46 AM -----

From: Vincent Mazaitis/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/31/2011 08:16 AM
Subject: 411 10208-12_5-26-11 Laboratory Test Data

C150

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|--|---|-----------|------------|---|---------------------------|---------------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
|  | | Test Number: 2011-0128-006 Test Date: 5/26/2011 Key Start: 09:03:59 Fuel Container ID: F00022 Fuel Type: 19 Cert Diesel 7-15 ppm Sulfur Test Procedure: 03 HWFET (hwfetprep_hwfet) Calculation Method: Diesel Pretest Remarks: | | | Vehicle ID: 411 10208 /12 MFR Name: VOLKSWAGEN MFR Codes: 590 VWX Config #: 00 Transmission: S Shift Schedule: A09980011 Beginning Odometer: 003847.0 MI Drive Schedule: hwfet_hwfet | | |
| Test Information | | | | | | | |
| Bag Data | | | | | | | |
| | | <u>THC / IntTHC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> |
| | | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) |
| Phase 1 | | | | | | | |
| Sample | | 6.721 / 6.706 | 0.541 | 0.031 | 0.886 | 2.133 | |
| Ambient | | 6.822 | 0.083 | 0.009 | 0.045 | 2.001 | |
| Net Concentration | | 0.350 / 0.336 | 0.464 | 0.023 | 0.844 | 0.265 | 0.048 |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Remarks: This test has particulate results. | | | | | | | |
| Results | | | | | | | |
| | | <u>THC / IntTHC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC</u> |
| | | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) |
| Phase 1 | | - / 0.002 | 0.006 | 0.000 | 178.7 | 0.002 | 0.000 |
| | | | | | | | 57.649 |
| | | (NMOG=NMHC) | | | | | |
| Fuel Economy | | | | | | | |
| | | <u>Diesel MPG</u> | | | <u>Dyno Settings</u> | <u>Dyno #:</u> D329 - FWD | |
| Phase 1 | | 56.93 | | | | | Inertia: 3750 |
| | | | | | | | EPA Set Co A: 11.76 |
| | | | | | | | EPA Set Co B: 0.1557 |
| | | | | | | | EPA Set Co C: 0.01604 |
| | | | | | | | Emiss-Bench: Mexa 7200die |
| v101208 - d329 EPAVDAEm110526083728 Page 1 of 2 Print Time 26-May-2011 16:14 | | | | | | | |

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|-------------------------------------|---------------------|----------------|---------------------------|----------------|-------------------|-------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2011-0128-006 | | | | Vehicle ID: 411 10208 /12 | | | |
|  | Results | <u>THC / IntTHC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC</u> |
| | | (grams) | (grams) | (grams) | (grams) | (grams) | (grams) |
| | Phase 1 | - / 0.023 | 0.064 | 0.005 | 1829.1 | 0.021 | 0.003 |
| | | Meth Response 1.087 | | | | | |
| Test Conditions | | | | | | | |
| | | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> | | |
| | Barometer (inHg) | 28.72 | | | | | |
| | Avg Cell Temp (degF) | 74.74 | | | | | |
| | Dew Point (degF) | 50.89 | | | | | |
| | Specific Humidity (grains/lbm) | 57.71 | | | | | |
| | NOx Corr Factor | 0.9248 | | | | | |
| | CO2 Dilution Factor | 15.117 | | | | | |
| | CFV Vmix (scf @68F) | 4149.10 | | | | | |
| | Total Vmix (scf@68F) | 4182.66 | | | | | |
| | CVS Flow Rate Avg (scfm) | 325.38 | | | | | |
| | Fan Placement: One Fan - Up - Front | | | | | | |
| | Phase Time (secs) | 765.10 | | | | | |
| | Distance (miles) | 10.234 | | | | | |
| | Bag Analysis Time (secs) | 125.2 | | | | | |
| MFR Test Results | | | | | | | |
| for Procedure 3 HWFE | | | | | | | |
| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> | |
| 1E+07 | 0.0009 | 0.01 | 0.005 | 170 | 0 | 0 | |
| <u>Odometer</u> | <u>MPG</u> | PM | | | | | |
| 3744 M | 59.9 | 0.004 | | | | | |
| MPG is 5.22 % higher than EPA MPG | | | | | | | |
| MFR Lab: Volkswagen AG, Dept EASZ/1 | | | | | | | |
| Dyno: 21 | | | | | | | |
| Fuel: 19 Cert Diesel 7-15 ppm Sulfur | | | | | | | |
| | | | | | | | |

v101208 - d329 EPAVDAEm110526083728
Page 2 of 2
Print Time 26-May-2011 16:14

NVFEL Laboratory Test Data

PARTICULATE

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0128-006

Vehicle ID: 411 10208 /12

Test Information



Test Date: 5/26/2011

Key Start: 09:03:59

Fuel Container ID: F00022

Fuel Type: 19 Cert Diesel 7-15 ppm Sulfur

Test Procedure: 03 HWFET (hwfetprep_hwfet)

Calculation Method: Diesel

Pretest Remarks:

MFR Name VOLKSWAGEN

MFR Codes: 590 VWX

Config #: 00

Transmission: S

Shift Schedule: A09980011

Beginning Odometer: 003847.0 MI

Drive Schedule: hwfet_hwfet

All filter weights are corrected for buoyancy.

| Particulate | Filter Sampler | Filter No. | Tare (Pre Wt) | Gross (Post Wt) | Net Wt mg | Total Mass mg | Total Mass mg / mi | Filter comment |
|-------------|-------------------|---------------|------------------|--------------------|--------------|------------------|-----------------------|-------------------|
| Phase 1 | A | 184313 | 138.9996 | 139.0025 | 0.00289 | 1.080 | 0.106 | |
| | B | 184314 | 138.2673 | 138.2742 | 0.00690 | 2.578 | 0.252 | |
| | C | 184315 | 135.9861 | 135.9953 | 0.00921 | 3.450 | 0.337 | |

Remarks:

Phase 2

Remarks:

Phase 3

Remarks:

Phase 4

Remarks: This test has particulate results.

Average Results

| | Net Wt mg | Total Mass mg | Total Mass mg / mi |
|---------|--------------|------------------|-----------------------|
| Phase 1 | 0.00633 | 2.370 | 0.232 |

All filter weights are corrected for buoyancy.

Reference Filter Stability Check

| | No. | Tare (Pre Wt) | Gross (Post Wt) | Net Wt mg | Stability Check | Dyno #: D329 - FWD |
|--------------------------|-----|------------------|--------------------|--------------|-----------------|-----------------------|
| 2% of Avg Net or 0.01 mg | | | | | PASS/FAIL | Inertia: 3750 |
| 0.01 | 1 | 140.45454 | 140.44993 | -0.00462 | PASS | EPA Set Co A: 11.76 |
| | 2 | 138.48357 | 138.48005 | -0.00351 | PASS | EPA Set Co B: 0.1557 |
| | | | | | | EPA Set Co C: 0.01604 |

Emissions Bench Mexa 7200dle

**NVFEL Laboratory Test Data****PARTICULATE****Final Laboratory Test Results- Refer to VERIFY Reports for Official Data**

Test Number: 2011-0128-006

Vehicle ID: 411 10208 /12

| WEIGHING CHAMBER | | <u>Buoyancy</u> | <u>Operator</u> | <u>Chamber Temp</u> | <u>Dew Point</u> | <u>Barometer</u> | <u>Last Change in Status</u> |
|-------------------------|------------------|-----------------|-----------------|---------------------|------------------|------------------|------------------------------|
| | <u>Timestamp</u> | <u>Factor</u> | <u>(id)</u> | <u>(°F)</u> | <u>(°F)</u> | <u>("Hg)</u> | <u>Status @ timestamp</u> |
| Pre-test | 5/25/11 15:10 | 1.0011065 | 021798 | 71.1 | 49.4 | 28.85 | NORM @ 05/24/11 13:59:53 |
| Post-test | 5/26/11 10:46 | 1.0011036 | 021798 | 70.3 | 49.1 | 28.73 | NORM @ 05/26/11 08:15:32 |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|----------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 28.72 | | | |
| Avg Cell Temp (degF) | 74.74 | | | |
| Dew Point (degF) | 50.89 | | | |
| Specific Humidity (grains/lbm) | 57.71 | | | |
| NOx Corr Factor | 0.9248 | | | |
| Dilution Factor | 15.12 | | | |
| CFV Vmix (scf @68F) | 4149.10 | | | |
| Sample Volume A (scf @68F) | 11.204 | | | |
| Sample Volume B (scf @68F) | 11.195 | | | |
| Sample Volume C (scf @68F) | 11.164 | | | |
| Sample Volume D (scf @68F) | | | | |
| Sample Volume Average (scf @68F) | 11.188 | | | |
| Total Vmix (scf @68F) | 4182.66 | | | |
| Phase Time (sec) | 765.10 | | | |
| Distance (miles) | 10.234 | | | |
| PSU Probe A (degC) | | | | |
| PSU Probe B (degC) | | | | |
| PSU Probe C (degC) | | | | |
| PSU Dil Air A (degC) | 41.9 | | | |
| PSU Dil Air B (degC) | 44.5 | | | |
| PSU Dil Air C (degC) | 41.1 | | | |
| PSU Filter A (degC) | 45.4 | | | |
| PSU Filter B (degC) | 48.4 | | | |
| PSU Filter C (degC) | 46.2 | | | |
| PSU Dil Flow A (lpm) | 29.9 | | | |
| PSU Dil Flow B (lpm) | 29.9 | | | |
| PSU Dil Flow C (lpm) | 29.9 | | | |
| PSU A Proportionality | | | | |
| PSU B Proportionality | | | | |
| PSU C Proportionality | | | | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0128-007

Vehicle ID: 411 10208 /12

Test Information



Test Date: 5/26/2011

MFR Name VOLKSWAGEN

Key Start: 10:47:09

MFR Codes: 590 VWX

Fuel Container ID: F00022

Config #: 00

Fuel Type: 19 Cert Diesel 7-15 ppm Sulfur

Transmission: S

Test Procedure: 89 us062bag (us06warmup_2bagus06)

Shift Schedule: A09980041

Calculation Method: Diesel

Beginning Odometer: 003884.0 MI

Pretest Remarks:

Drive Schedule: us06warmup_2bagus06

Bag Data

| | THC / IntTHC | CO | NOx | CO2 | CH4 | NonMeth HC |
|-------------------|---------------|-------|-------|-------|-------|------------|
| | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) |
| Phase 1 | | | | | | |
| Sample | 7.831 / 7.829 | 0.463 | 0.169 | 0.681 | 2.127 | |
| Ambient | 7.907 | 0.077 | 0.020 | 0.043 | 2.215 | |
| Net Concentration | 0.326 / 0.325 | 0.390 | 0.150 | 0.640 | 0.025 | 0.297 |

Remarks:

Phase 2

| | | | | | | |
|-------------------|---------------|-------|-------|-------|-------|-------|
| Sample | 7.731 / 7.688 | 0.511 | 0.099 | 0.880 | 2.160 | |
| Ambient | 7.836 | 0.072 | 0.019 | 0.044 | 2.218 | |
| Net Concentration | 0.410 / 0.367 | 0.443 | 0.081 | 0.840 | 0.088 | 0.272 |

Remarks:

Phase 3

| | |
|-------------------|--|
| Sample | |
| Ambient | |
| Net Concentration | |

Remarks:

Phase 4

| | |
|-------------------|--|
| Sample | |
| Ambient | |
| Net Concentration | |

Remarks:

Results

| | THC / IntTHC | CO | NOx | CO2 | CH4 | NMHC | Vol MPG |
|---------|--------------|-------|-------|-------|-------|-------|---------|
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | - / 0.007 | 0.016 | 0.009 | 412.5 | 0.001 | 0.006 | 24.978 |
| Phase 2 | - / 0.003 | 0.008 | 0.002 | 235.6 | 0.001 | 0.002 | 43.728 |

Composite 0.00399 0.00970 0.00383 274.694 0.00083 (NMOG=NMHC) 0.00321


Fuel Economy

| | Diesel MPG | Dyno Settings | Dyno #: D329 - FWD |
|-----------|------------|---------------|---------------------------|
| Phase 1 | 24.67 | | Inertia: 3750 |
| Phase 2 | 43.18 | | EPA Set Co A: 11.76 |
| | | | EPA Set Co B: 0.1557 |
| | | | EPA Set Co C: 0.01604 |
| Composite | 37.00 | | Emiss-Bench: Mexa 7200dle |

v101208 - d329 EPAVDAEm110526102108

Page 1 of 2

Print Time 26-May-2011 11:28

| NVFEL Laboratory Test Data | | | | | | | CVS | |
|---|---|--------------------|----------------|---------------------------|--------------------------------------|-------------|-------------------|----------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | | |
| Test Number: 2011-0128-007 | | | | Vehicle ID: 411 10208 /12 | | | | |
|  | Results | <u>THC / InTHC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC</u> | <u>Meth Response</u> |
| | | (grams) | (grams) | (grams) | (grams) | (grams) | (grams) | 1.087 |
| | Phase 1 | - / 0.012 | 0.028 | 0.017 | 729.1 | 0.001 | 0.011 | |
| | Phase 2 | - / 0.020 | 0.049 | 0.014 | 1469.0 | 0.006 | 0.015 | |
| Test Conditions | | | | | | | | |
| | | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> | | | |
| | Barometer (inHg) | 28.73 | 28.73 | | | | | |
| | Avg Cell Temp (degF) | 74.67 | 74.93 | | | | | |
| | Dew Point (degF) | 52.25 | 52.20 | | | | | |
| | Specific Humidity (grains/lbm) | 60.71 | 60.59 | | | | | |
| | NOx Corr Factor | 0.9371 | 0.9366 | | | | | |
| | CO2 Dilution Factor | 19.653 | 15.209 | | | | | |
| | CFV Vmix (scf @68F) | 2199.77 | 3377.44 | | | | | |
| | CVS Flow Rate Avg (scfm) | 557.37 | 555.20 | | | | | |
| | Fan Placement: USO6 Only - One Large Fan - Down - Front | | | | | | | |
| | Phase Time (secs) | 130.01 | 364.99 | 106.80 | | | | |
| | Distance (miles) | 1.768 | 6.235 | | | | | |
| | Bag Analysis Time (secs) | 130.2 | 351.9 | | | | | |
| MFR Test Results for Procedure 90 US06 | | | | | | | | |
| | <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> | |
| | 1E+07 | 0.0018 | 0.01 | 0.004 | 257 | 0 | 0 | |
| | <u>Odometer</u> | <u>MPG</u> | PM | | MFR Lab: Volkswagen AG, Dept EASZ/1 | | | |
| | 3769 M | 39.6 | 0.001 | | Dyno: 21 | | | |
| | MPG is 7.03 % higher than EPA MPG | | | | Fuel: 19 Cert Diesel 7-15 ppm Sulfur | | | |

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Schuetze, Michael (N/EA-521)" [Michael.Schuetze@audi.de]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; N=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 5/31/2011 8:44:50 PM
Subject: RE: Audi Q7 data
william.rodgers@vw.com

That's good but I think we should wait until the data appears in Verify first. I heard they fixed a bug that was holding up transfers.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Schuetze, Michael (N/EA-521)" <Michael.Schuetze@audi.de>
Date: 05/31/2011 03:30 PM
Subject: RE: Audi Q7 data

Hello Jim,
Audi has decided to accept the confirmatory test results for the Audi Q7 TDI, VID B3UG-TAQ. Please release the vehicle for pick up.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

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From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Thursday, May 26, 2011 5:16 PM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: Audi Q7 data

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/1/2011 1:20:24 PM
Subject: Fw: Confirmatory Test Date assigned for (411 10208 /12 / 0)

Passat is scheduled for Tuesday. Sorry, they couldn't squeeze it in this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 06/01/2011 09:19 AM -----

From: VerifyAdministrator@verify-as1.epa.gov
To: Jim Snyder/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA
Date: 06/01/2011 09:15 AM
Subject: Confirmatory Test Date assigned for (411 10208 /12 / 0)

PLEASE DO NOT REPLY TO THIS EMAIL!

A Confirmatory Test Date has been set for the following vehicle :

Test Date : 06/07/2011
Manufacturer: VWX
Vehicle ID: 411 10208 /12
Vehicle Configuration: 0

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/1/2011 1:49:44 PM
Subject: RE: Confirmatory Test Date assigned for (411 10208 /12 / 0)

I sent them a note about charging.

I think we'll see the Q7 data in Verify today.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/01/2011 09:27 AM
Subject: RE: Confirmatory Test Date assigned for (411 10208 /12 / 0)

Thanks for trying.
Please remind the lab to put it on a battery charger once it comes inside as discussed.
Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, June 01, 2011 9:20 AM
To: Rodgers, William
Subject: Fw: Confirmatory Test Date assigned for (411 10208 /12 / 0)

Passat is scheduled for Tuesday. Sorry, they couldn't squeeze it in this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 06/01/2011 09:19 AM -----

From: VerifyAdministrator@verify-as1.epa.gov
To: Jim Snyder/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA
Date: 06/01/2011 09:15 AM
Subject: Confirmatory Test Date assigned for (411 10208 /12 / 0)

PLEASE DO NOT REPLY TO THIS EMAIL!

A Confirmatory Test Date has been set for the following vehicle :

Test Date : 06/07/2011
Manufacturer: VWX
Vehicle ID: 411 10208 /12
Vehicle Configuration: 0

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 6/2/2011 2:35:25 PM
Subject: RE: Audi Q7 data
william.rodgers@vw.com
<mailto:Snyder.Jim@epamail.epa.gov>

I talked to the lab and they were already aware of it. the last US06 should appear today.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/02/2011 09:25 AM
Subject: RE: Audi Q7 data

Hi Jim,
Three of the four Q7 test results came through in Verify last night. It appears that the (89) US06 2-bag is MIA. Can you check on it or should I call the help desk?
Thanks, Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, May 31, 2011 4:45 PM
To: Rodgers, William
Cc: Schuetze, Michael (N/EA-521); Hart, Robert (VWoA); Mazaitis.Vincent@epamail.epa.gov
Subject: RE: Audi Q7 data

That's good but I think we should wait until the data appears in Verify first. I heard they fixed a bug that was holding up transfers.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Schuetze, Michael (N/EA-521)" <Michael.Schuetze@audi.de>

Date: 05/31/2011 03:30 PM
Subject: RE: Audi Q7 data

Hello Jim,
Audi has decided to accept the confirmatory test results for the Audi Q7 TDI, VID B3UG-TAQ. Please release the vehicle for pick up.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

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From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, May 26, 2011 5:16 PM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: Audi Q7 data

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/6/2011 9:00:20 PM
Subject: cert req
[Hotspot](#)

Bill, this the cert request that you need to re-submit per my phone message. CVWXT03.6U76

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/7/2011 2:00:30 PM
Subject:

The Audi TTRS will run at 7 tomorrow morning.

There seems some confusion with fan position between the vehicle sheet and the representative. You might want to ask Carl Heinz what he wants on the TTRS. I don't remeber if it was an issue on it or just the Q7.

I have the start sheet, thanks.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/7/2011 6:40:51 PM
Subject: Re: FW: 2012 Lamborghini Label Index #65

I caught up with Bob , All test data will be re-loaded including EPA LOD data and even older data migrated from CEFEIS. So the C/O data should appear. Give it another day.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: David Good/AA/USEPA/US@EPA, Robert Peavyhouse/AA/USEPA/US@EPA
Date: 05/31/2011 06:39 AM
Subject: FW: 2012 Lamborghini Label Index #65

Hello Jim;

As you can see from the mail below and the Verify help desk response, the EPA will have to repair the EPA confirmatory test to eliminate the bag 1 results from the test (#9ADX09010216). This new rule, that has affected most of our SC03 and Highway tests, does not permit a value to be entered in Bag 1. We had to fix several manufacture tests in order for the 2012 labels to be accepted into Verify. We are unable or permitted to change the data in an EPA test. Could you please investigate and let me know the outcome?

Thanks,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

-----Original Message-----

From: Savannah Strong [mailto:sstrong@csc.com] On Behalf Of Verify Help

Desk
Sent: Friday, May 27, 2011 3:34 PM
To: Thomas, Richard (EEO)
Subject: Re: 2012 Lamborghini Label Index #65

Richard,

The rule is new since last friday's deployment. You will have to refer a different test or discuss this with your EPA cert.

Savannah

Verify Help Desk
Staffed by Computer Sciences Corporation, Contractor to the
Environmental Protection Agency

This is a PRIVATE message. If you are not the intended recipient, please delete without copying and kindly advise us by e-mail of the mistake in delivery. NOTE: Regardless of content, this e-mail shall not operate to bind CSC to any order or other contract unless pursuant to explicit written agreement or government initiative expressly permitting the use of e-mail for such purpose.

"Thomas, Richard

(EEO)"

To <Richard.Thomas@v
w.com> Verify Help Desk@CSC

cc 05/26/2011 07:46 <Good.David@epamail.epa.gov>,
AM <snyder.jim@epa.gov>

Subject 2012 Lamborghini Label Index #65

Hello Vince;

The attached scan has the Verify error report for this Lamborghini Gallardo index #65. It was not accepted because the highway test has bag 1 values and they should not be there. We cannot change this data because it was an EPA confirmatory test. Who is responsible for correcting this old 2009 EPA test? I am sure there are a number of other EPA tests that must be corrected.

Thanks,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

(See attached file: 20110526073341135.pdf)

[attachment "winmail.dat" deleted by Jim Snyder/AA/USEPA/US] [attachment "message_body.rtf" deleted by Jim Snyder/AA/USEPA/US] [attachment "20110526073341135.pdf" deleted by Jim Snyder/AA/USEPA/US]

To: "Giles, Michael" [michael.giles@vw.com]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/7/2011 10:20:53 PM
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

It looked okay. I approved it. I will deny the others and you can re-submit them.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 06/07/2011 03:04 PM
Subject: VW Group - CVWXT03.6U76 Certificate Request

Hello Jim,

Today we re-submitted the certificate request for test group CVWXT03.6U76. The original request was rejected. I believe this should be ok now, but please let me know if any other changes are required.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/8/2011 1:39:54 PM
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

Okay, I finally remembered to delete the requests this morning. You can re-submit them and they should be fine.

The same problem that kept the STP composite calculated values from showing also effected the CSI data printouts in the Part One Application pdf files of the VW and 2 Audi applications that just denied. Those Part One pdf files will need to be revised with new CSI summaries printouts. I don't think you need to wait on re-submitting the Cert request over revising the pdf if you are running tight on the certificate timing.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Giles, Michael" <michael.giles@vw.com>
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 06/07/2011 06:20 PM
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

It looked okay. I approved it. I will deny the others and you can re-submit them.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 06/07/2011 03:04 PM
Subject: VW Group - CVWXT03.6U76 Certificate Request

Hello Jim,

Today we re-submitted the certificate request for test group CVWXT03.6U76. The original request was rejected. I believe this should be ok now, but please let me know if any other changes are required.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: [REDACTED]@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 6/9/2011 5:31:12 PM
Subject: CREE questions

[REDACTED] I got your voice mail but my notes just aren't good enough. Could you list your questions in an email? I think its more than I can handle over the phone.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA;CN=Ben Haynes/OU=AA/O=USEPA/C=US@EPA[]; N=Ben Haynes/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 6/9/2011 8:37:09 PM
Subject: Re: VW and Audi Vehicle releases
william.rodgers@vw.com

Bill, I assume this means Audi accepts the FE values? I signed off on the two vehicles but I don't know where the keys are and who will be here to contact Friday. I think you are better off waiting to Monday when we are all here.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>
Date: 06/09/2011 03:19 PM
Subject: Vehicle releases

Hello Jim,
Please release the VW Passat and Audi TTRS test vehicles. We hope to pick them up on Friday (tomorrow) and/or Monday.
The Verify results came in today for the TTRS.

Thanks,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

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(o_l_o)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 6/9/2011 10:30:04 PM
Subject: Audi cert request

Bill, Looking through the last cert request and its for the Audi TTRS that we just tested. Its not a conditional cert request either. What am I missing here?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/13/2011 12:59:43 PM
Subject: Re: Vehicle pick up
william.rodgers@vw.com

Ok. I informed Ben that you are coming today.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 06/13/2011 08:36 AM
Subject: Vehicle pick up

Hi Jim,
Just a reminder that we plan to pick up both the VW Passat TDI and Audi TTRS test vehicles today. Please make sure the keys are with Security.

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/13/2011 1:20:56 PM
Subject: Re: FW: Audi cert request
william.rodgers@vw.com

No. I think I just need to look at it again.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/13/2011 09:04 AM
Subject: FW: Audi cert request

Jim,
Did you need me to resubmit anything on this?

Bill

From: Rodgers, William
Sent: Friday, June 10, 2011 7:59 AM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: RE: Audi cert request

Jim,
The Audi TTRS (CADXV02.53UK, VID 3UK-AMQ) was one of those certificate requests denied. I resubmitted the Application with the new CSI.
The Cert. Request was resubmitted as non-conditional because we had just completed and passed the confirmatory tests.

The application and CSI will be updated with the new confirmatory test results at the update time as originally planned. Let me know if you need that done now instead.

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207

william.rodgers@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, June 09, 2011 6:30 PM
To: Rodgers, William
Subject: Audi cert request

Bill, Looking through the last cert request and its for the Audi TTRS that we just tested. Its not a conditional cert request either. What am I missing here?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA;Vincent Mazaitis/AA/USEPA/US@EPA[]; incent Mazaitis/AA/USEPA/US@EPA[]
Cc: "Rodgers, William (EEO)" [William.Rodgers@vw.com]; Rhodes, Brian (EEO)" [Brian.Rhodes@vw.com]; Rist, Domenic (I/EA-523)" [Domenic.Rist@audi.de]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
From: "Giles, Michael (EEO)"
Sent: Thur 11/8/2012 2:04:10 PM
Subject: Vehicle pick up - Audi A5

Hello Jim and Vince,

The plan is to pick up the Audi A5 Friday morning, probably around 9:00 am.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: "Rhodes, Brian (EEO)" [Brian.Rhodes@vw.com]; Rist, Domenic (I/EA-523)" [Domenic.Rist@audi.de]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Rodgers, William (EEO)" [William.Rodgers@vw.com]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Thur 11/8/2012 2:28:50 PM
Subject: Re: Vehicle pick up - Audi A5

Hello Mike,

Following up the phone message I left, you're good to go on the A5. Just have your driver see Security. The vehicle will be in the West lot.

Thanks Mike,

Vince Mazaitis

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, Vincent Mazaitis/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>, "Rhodes, Brian (EEO)" <Brian.Rhodes@vw.com>, "Rist, Domenic (I/EA-523)" <Domenic.Rist@audi.de>, "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
Date: 11/08/2012 09:05 AM
Subject: Vehicle pick up - Audi A5

Hello Jim and Vince,

The plan is to pick up the Audi A5 Friday morning, probably around 9:00 am.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=DavidA Wright/OU=AA/O=USEPA/C=US@EPA[]; N=DavidA Wright/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Thur 11/8/2012 5:36:37 PM
Subject: Re: A8 results from Tuesday
[D3UG-DAQ_11-6-12.pdf](#)

Hello Mike,

Sorry for the mix-up. Please find enclosed the Laboratory Test Data from the A8

If you have any questions or concerns, please contact me.

Thanks,

Vince Mazaitis

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 11/08/2012 11:14 AM
Subject: A8 results from Tuesday

Hi Vince,

We found a first day testing in our VERIFY inbox for the A8 TDI.

Could you also me the PDF files of the lab reports (with all the bag data)?

Thanks!

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA;DavidA Wright/AA/USEPA/US@EPA[]; avidA Wright/AA/USEPA/US@EPA[]
From: "Giles, Michael (EEO)"
Sent: Thur 11/8/2012 5:38:20 PM
Subject: RE: A8 results from Tuesday
michael.giles@vw.com

No problem, thanks!

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Thursday, November 08, 2012 12:36 PM
To: Giles, Michael (EEO)
Cc: Snyder.Jim@epamail.epa.gov; Wright.DavidA@epamail.epa.gov
Subject: Re: A8 results from Tuesday

Hello Mike,

Sorry for the mix-up. Please find enclosed the Laboratory Test Data from the A8

If you have any questions or concerns, please contact me.

Thanks,

Vince Mazaitis

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 11/08/2012 11:14 AM
Subject: A8 results from Tuesday

Hi Vince,

We found a first day testing in our VERIFY inbox for the A8 TDI.

Could you also me the PDF files of the lab reports (with all the bag data)?

Thanks!

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: "Giles, Michael (EEO)" [michael.giles@vw.com]; Rodgers, William"
[William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=DavidA
Wright/OU=AA/O=USEPA/C=US@EPA[]; N=DavidA Wright/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 11/9/2012 1:00:20 PM
Subject: D3UG-DAQ
[D3UG-DAQ 11-8-12 Start-Stop.pdf](#)

Good morning Mike and Bill,

Please find enclosed the Laboratory Test Data for the Subject vehicle. It is with the start/stop functional.

If you have any questions or concerns, please contact me.

Thanks guys, and have a great weekend!

Vince Mazaitis

To: Vincent Mazaitis/AA/USEPA/US@EPA;"Giles, Michael (EEO)" [michael.giles@vw.com]; Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: Jim Snyder/AA/USEPA/US@EPA;DavidA Wright/AA/USEPA/US@EPA[]; avidA Wright/AA/USEPA/US@EPA[]
From: "Rodgers, William (EEO)"
Sent: Fri 11/9/2012 1:49:11 PM
Subject: RE: D3UG-DAQ

Thanks Vince. We will discuss with Germany and let you know if the car is to be released.

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 09, 2012 8:00 AM
To: Giles, Michael (EEO); Rodgers, William (EEO)
Cc: Snyder.Jim@epamail.epa.gov; Wright.DavidA@epamail.epa.gov
Subject: D3UG-DAQ

Good morning Mike and Bill,

Please find enclosed the Laboratory Test Data for the Subject vehicle. It is with the start/stop functional.

If you have any questions or concerns, please contact me.

Thanks guys, and have a great weekend!

Vince Mazaitis

To: Vincent Mazaitis/AA/USEPA/US@EPA;"Giles, Michael (EEO)" [michael.giles@vw.com]; Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: Jim Snyder/AA/USEPA/US@EPA;DavidA Wright/AA/USEPA/US@EPA[]; avidA Wright/AA/USEPA/US@EPA[]
From: "Rodgers, William (EEO)"
Sent: Fri 11/9/2012 2:52:19 PM
Subject: RE: D3UG-DAQ
william.rodgers@vw.com
Mazaitis.Vincent@epamail.epa.gov
mailto:Mazaitis.Vincent@epamail.epa.gov
Snyder.Jim@epamail.epa.gov
Wright.DavidA@epamail.epa.gov

Vince,

As discussed, we will accept the confirmatory test data for VID D3UG-DAQ. Please release the vehicle for pick up today.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Rodgers, William (EEO)
Sent: Friday, November 09, 2012 8:49 AM
To: 'Mazaitis.Vincent@epamail.epa.gov'; Giles, Michael (EEO)
Cc: Snyder.Jim@epamail.epa.gov; Wright.DavidA@epamail.epa.gov
Subject: RE: D3UG-DAQ

Thanks Vince. We will discuss with Germany and let you know if the car is to be released.

Bill Rodgers

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Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 09, 2012 8:00 AM
To: Giles, Michael (EEO); Rodgers, William (EEO)
Cc: Snyder.Jim@epamail.epa.gov; Wright.DavidA@epamail.epa.gov
Subject: D3UG-DAQ

Good morning Mike and Bill,

Please find enclosed the Laboratory Test Data for the Subject vehicle. It is with the start/stop functional.

If you have any questions or concerns, please contact me.

Thanks guys, and have a great weekend!

Vince Mazaitis

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: CN=DavidA Wright/OU=AA/O=USEPA/C=US@EPA;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Giles, Michael (EEO)" [michael.giles@vw.com]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Giles, Michael (EEO)" [michael.giles@vw.com]; Giles, Michael (EEO)" [michael.giles@vw.com]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 11/9/2012 3:15:20 PM
Subject: RE: D3UG-DAQ
william.rodgers@vw.com
Mazaitis.Vincent@epamail.epa.gov
mailto:Mazaitis.Vincent@epamail.epa.gov
Snyder.Jim@epamail.epa.gov
Wright.DavidA@epamail.epa.gov

Thanks Bill!

The vehicle has been released and your driver can pick up the keys from Security as usual.

Vince Mazaitis

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA, "Giles, Michael (EEO)" <michael.giles@vw.com>
Cc: Jim Snyder/AA/USEPA/US@EPA, DavidA Wright/AA/USEPA/US@EPA
Date: 11/09/2012 09:52 AM
Subject: RE: D3UG-DAQ

Vince,

As discussed, we will accept the confirmatory test data for VID D3UG-DAQ. Please release the vehicle for pick up today.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Rodgers, William (EEO)
Sent: Friday, November 09, 2012 8:49 AM
To: 'Mazaitis.Vincent@epamail.epa.gov'; Giles, Michael (EEO)
Cc: Snyder.Jim@epamail.epa.gov; Wright.DavidA@epamail.epa.gov
Subject: RE: D3UG-DAQ

Thanks Vince. We will discuss with Germany and let you know if the car is to be released.

Bill Rodgers

Emissions Certification Specialist

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Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 09, 2012 8:00 AM
To: Giles, Michael (EEO); Rodgers, William (EEO)
Cc: Snyder.Jim@epamail.epa.gov; Wright.DavidA@epamail.epa.gov
Subject: D3UG-DAQ

Good morning Mike and Bill,

Please find enclosed the Laboratory Test Data for the Subject vehicle. It is with the start/stop functional.

If you have any questions or concerns, please contact me.

Thanks guys, and have a great weekend!

Vince Mazaitis

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael (EEO)" [michael.giles@vw.com]; Schlueter, Hannah (EASZ/1)" [hannah.schlueter@volkswagen.de]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Kata, Leonard (EEO)" [Leonard.Kata@vw.com]
From: "Rodgers, William (EEO)"
Sent: Fri 11/9/2012 6:34:12 PM
Subject: Decision Information - 2013 Jetta Hybrid

Hello Jim,

We have submitted new fuel economy tests and the Decision Information Request to support a running change for the 2013 Jetta Hybrid, test group DVWXV01.4PHE. This running change introduces a new FEDV to the test group which will represent the fuel economy for all 2013 Jetta Hybrid models from the Start of Production. These new tests require Manufacturer Confirmatory testing of FTP and HWY cycles due to high fuel economy for the ETW and Class. Because of this and due to critical timing of our model launch plans, we are requesting that EPA waive confirmatory testing.

Please contact Mike Giles (248) 754-4227 or Richard Thomas (248) 754-4213 in our office on Monday morning if possible to discuss this request.

Regards,

Bill Rodgers

VWGoA EEO

(248) 754-4219

To: "Peter, Juergen (EASZ/1)" [juergen.peter@volkswagen.de]; Schlueter, Hannah (EASZ/1)" [hannah.schlueter@volkswagen.de]; Stendel, Detlef (EASZ/1)" [detlef.stendel@volkswagen.de]; Preuss, Richard (EASZ)" [Richard.Preuss@volkswagen.de]; Kata, Leonard (EEO)" [Leonard.Kata@vw.com]; inc Wehrly/AA/USEPA/US@EPA; Jim Snyder/AA/USEPA/US@EPA[]; im Snyder/AA/USEPA/US@EPA[]
From: "Schmidt, Oliver (EEO)"
Sent: Fri 11/9/2012 7:12:23 PM
Subject: Jetta Hybrid

Let us just use the Volkswagen system with the toll free call in number !
.....

Join by Phone
+1 (248) 754-6400
+1 (855) 858-8080
Find a local number<<https://dialin.vw.com>>

Conference ID: Ex. 6

Hello,

as agreed with Lync, Volkswagen would like to take the opportunity to give the EPA an overview on the improvements on the Fuel Economy that were achieved since the original testing 6 weeks ago.

Hello Jim, hello Lync,

could you please provide a call in number for our colleges from Wolfsburg ?

Thank you

Oliver Schmidt

General Manager
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Phone: (248) 754-4201
Cell: (248) 760-6180
FAX: (248) 754-4207
E-Mail: Oliver.Schmidt@vw.com<<mailto:Oliver.Schmidt@vw.com>>

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael (EEO)" [michael.giles@vw.com]; Schlueter, Hannah (EASZ/1)" [hannah.schlueter@volkswagen.de]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Kata, Leonard (EEO)" [Leonard.Kata@vw.com]; Schmidt, Oliver (EEO)" [Oliver.Schmidt@vw.com]
From: "Rodgers, William (EEO)"
Sent: Mon 11/12/2012 2:33:07 PM
Subject: RE: Decision Information - 2013 Jetta Hybrid

Hello Jim,

I have just been informed that a meeting is proposed between EPA and Volkswagen representatives to discuss this running change on Tuesday afternoon, Nov. 13th. I would ask that you wait to make your confirmatory test decision until the time of this meeting so all questions can be addressed.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Rodgers, William (EEO)
Sent: Friday, November 09, 2012 1:34 PM
To: Snyder, Jim
Cc: Giles, Michael; Schlueter, Hannah (EASZ/1); Thomas, Richard (EEO); Kata, Leonard (EEO)
Subject: Decision Information - 2013 Jetta Hybrid

Hello Jim,

We have submitted new fuel economy tests and the Decision Information Request to support a running change for the 2013 Jetta Hybrid, test group DVWXV01.4PHE. This running change introduces a new FEDV to the test group which will represent the fuel economy for all 2013 Jetta Hybrid models from the Start of Production. These new tests require Manufacturer Confirmatory testing of FTP and HWY cycles due to high fuel economy for the ETW and Class. Because of this and due to critical timing of our model launch plans, we are requesting that EPA waive confirmatory testing.

Please contact Mike Giles (248) 754-4227 or Richard Thomas (248) 754-4213 in our office on Monday morning if possible to discuss this request.

Regards,

Bill Rodgers

VWGoA EEO

(248) 754-4219

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]; im
Snyder/AA/USEPA/US@EPA[]
From: "Schmidt, Oliver (EEO)"
Sent: Mon 11/12/2012 2:35:33 PM
Subject: RE: Decision Information - 2013 Jetta Hybrid
william.rodgers@vw.com

Correct,

that is the agreement, Lync and myself made.

Oliver

From: Rodgers, William (EEO)
Sent: Monday, November 12, 2012 9:33 AM
To: Snyder, Jim
Cc: Giles, Michael (EEO); Schlueter, Hannah (EASZ/1); Thomas, Richard (EEO); Kata, Leonard (EEO);
Schmidt, Oliver (EEO)
Subject: RE: Decision Information - 2013 Jetta Hybrid

Hello Jim,

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Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

From: Rodgers, William (EEO)
Sent: Friday, November 09, 2012 1:34 PM
To: Snyder, Jim
Cc: Giles, Michael; Schlueter, Hannah (EASZ/1); Thomas, Richard (EEO); Kata, Leonard (EEO)
Subject: Decision Information - 2013 Jetta Hybrid

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Please contact Mike Giles (248) 754-4227 or Richard Thomas (248) 754-4213 in our office on Monday morning if possible to discuss this request.

Regards,

Bill Rodgers

VWGoA EEO

(248) 754-4219

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
From: "Giles, Michael (EEO)"
Sent: Mon 11/12/2012 4:30:32 PM
Subject: VW Group - Decision Info Audi R8 / R8 Spyder 4.2L

Hello Jim,

Today we submitted decision requests for MY 2013 Audi R8 (FEDV) and R8 Spyder (EDV) with 4.2L engine. This test group is a carryover and the new vehicles have the newer 7 speed automatic transmission .

Please let us know the decision status at your earliest convenience.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
From: "Kata, Leonard (EEO)"
Sent: Wed 11/14/2012 2:18:28 PM
Subject: Jetta Hybrid Testing

Hello Jim:

When we spoke yesterday, you stated that EPA is primarily interested in the US06 results when we bring the running change Jetta Hybrid in for confirmatory testing. You also mention (and I am paraphrasing) 'if the FTP and HWY are not good, we could use the data from the previous tests.' I just wanted to clarify which previous tests you are speaking about. Would these be the manufacturer's tests on the new running change vehicle, the EPA tests from the previous emission data vehicle, or something that I haven't thought of?

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Kata, Leonard (EEO)"
Sent: Wed 11/14/2012 2:35:07 PM
Subject: RE: Jetta Hybrid Testing
snyder.jim@epa.gov
Leonard.Kata@vw.com
Richard.Thomas@vw.com
leonard.kata@vw.com

Okay.

Thanks

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, November 14, 2012 9:32 AM
To: Kata, Leonard (EEO)
Cc: Thomas, Richard (EEO)
Subject: Re: Jetta Hybrid Testing

The FTP and HWY from the previous EPA tests that were already close.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
Date: 11/14/2012 09:19 AM
Subject: Jetta Hybrid Testing

Hello Jim:

When we spoke yesterday, you stated that EPA is primarily interested in the US06 results when we bring the running change Jetta Hybrid in for confirmatory testing. You also mention (and I am paraphrasing) 'if the FTP and HWY are not good, we could use the data from the previous tests.' I just wanted to clarify which previous tests you are speaking about. Would these be the manufacturer's tests on the new running change vehicle, the EPA tests from the previous emission data vehicle, or something that I haven't thought of?

Best regards,

Len

Leonard W. Kata
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Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William (EEO)" [William.Rodgers@vw.com]; Schlueter, Hannah (EASZ/1)" [hannah.schlueter@volkswagen.de]
From: "Giles, Michael (EEO)"
Sent: Wed 11/14/2012 3:18:20 PM
Subject: VW Group - Supplemental Information

Hello Jim,

I just submitted the supplemental information for the Jetta Hybrid.

Please advise us of the test schedule when it is confirmed. As you are aware we are requesting week of November 26.

Please let me know right away if there are any questions in the process on your end, and we will try to address.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: richard.thomas@vw.com[]
Cc: oliver.schmidt@vw.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Wed 11/21/2012 10:09:16 PM
Subject: re: 2011 CAFE Report

Richard,

re: 2011 CAFE Report

I couldn't find your 2011 CAFE model year report(s) in the Document Module of Verify. I looked in Verify for 2011 model year documents in the Compliance Document Type of "CAFE Model Year Report" and couldn't find any 2011 CAFE reports (the CAFE letter(s) to EPA).

When you get a chance, please email me a pdf copy of your 2011 CAFE report(s) for all applicable categories (Import pass car, Domestic pass car and Light Truck) and enter a copy in the Verify Document module.

Thanks

To: Jim Snyder/AA/USEPA/US@EPA; Vincent Mazaitis/AA/USEPA/US@EPA[]; incent Mazaitis/AA/USEPA/US@EPA[]
Cc: "Schlueter, Hannah (EASZ/1)" [hannah.schlueter@volkswagen.de]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Rodgers, William (EEO)" [William.Rodgers@vw.com]
From: "Giles, Michael (EEO)"
Sent: Wed 11/28/2012 6:00:55 PM
Subject: Hybrud Results

Good afternoon gentlemen,

As you are already aware, we are very interested in the numbers for the Hybrid test. If you are able to reply with the preliminary reports as soon as they become available, it would be greatly appreciated.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Schlueter, Hannah (EASZ/1)" [hannah.schlueter@volkswagen.de]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; incent Mazaitis/AA/USEPA/US@EPA;"Rodgers, William (EEO)" [William.Rodgers@vw.com]; Rodgers, William (EEO)" [William.Rodgers@vw.com]
From: "Giles, Michael (EEO)"
Sent: Wed 11/28/2012 7:30:45 PM
Subject: RE: Hybrid Results
snyder.jim@epa.gov
michael.giles@vw.com
hannah.schlueter@volkswagen.de
Richard.Thomas@vw.com
William.Rodgers@vw.com
[image001.gif](#)

Thanks for the quick turnaround Jim.

When you get a chance, could you also send the PDF of the preliminary report. We are interested in the bag details and State of Charge information which I think is only on this report...

Thanks!

Mike

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, November 28, 2012 2:23 PM
To: Giles, Michael (EEO)
Cc: Schlueter, Hannah (EASZ/1); Thomas, Richard (EEO); Mazaitis.Vincent@epamail.epa.gov; Rodgers, William (EEO)
Subject: Re: Hybrid Results

Results are in Verify. According to my quick calculations, we are done.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, Vincent Mazaitis/AA/USEPA/US@EPA

Cc: "Schlueter, Hannah (EASZ/1)" <hannah.schlueter@volkswagen.de>, "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 11/28/2012 01:01 PM
Subject: Hybrud Results

Good afternoon gentlemen,

As you are already aware, we are very interested in the numbers for the Hybrid test. If you are able to reply with the preliminary reports as soon as they become available, it would be greatly appreciated.

Thanks,
Mike

Michael Giles
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United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

| VW JETTA Hybrid r/c EPA confirmatory FE results | | | | |
|---|--------|--------|----------|--|
| 11/27/2012 | | | | |
| | cty | hwy | us06 bg2 | |
| epa | 57.487 | 65.523 | 54.754 | |
| vw | 57.462 | 66.526 | 53.1 | |
| | 0.04% | -1.53% | 3.02% | |
| | | | | |
| | | | | |

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael (EEO)"
Sent: Wed 11/28/2012 7:56:23 PM
Subject: RE: Hybrid Results
snyder.jim@epa.gov
michael.giles@vw.com
hannah.schlueter@volkswagen.de
Richard.Thomas@vw.com
William.Rodgers@vw.com
[image001.gif](#)

Looking at the table, I am curious, can you tell us if there is a reason to consider only bag 2 below? I think for label they use the weighted number but we were curious about it.

Thanks,

Mike

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, November 28, 2012 2:23 PM
To: Giles, Michael (EEO)
Cc: Schlueter, Hannah (EASZ/1); Thomas, Richard (EEO); Mazaitis.Vincent@epamail.epa.gov; Rodgers, William (EEO)
Subject: Re: Hybrid Results

Results are in Verify. According to my quick calculations, we are done.

Jim Snyder
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Compliance Division
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(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, Vincent Mazaitis/AA/USEPA/US@EPA

Cc: "Schlueter, Hannah (EASZ/1)" <hannah.schlueter@volkswagen.de>, "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 11/28/2012 01:01 PM
Subject: Hybrud Results

Good afternoon gentlemen,

As you are already aware, we are very interested in the numbers for the Hybrid test. If you are able to reply with the preliminary reports as soon as they become available, it would be greatly appreciated.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
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3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

| VW JETTA Hybrid r/c EPA confirmatory FE results | | | | |
|---|--------|--------|----------|--|
| 11/27/2012 | | | | |
| | cty | hwy | us06 bg2 | |
| epa | 57.487 | 65.523 | 54.754 | |
| vw | 57.462 | 66.526 | 53.1 | |
| | 0.04% | -1.53% | 3.02% | |
| | | | | |
| | | | | |

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Schlueter, Hannah (EASZ/1)" [hannah.schlueter@volkswagen.de]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
From: "Giles, Michael (EEO)"
Sent: Wed 11/28/2012 9:42:29 PM
Subject: FTP State of Charge

Hi Jim,

I have to leave the office, but if you have any feedback about the state of charge question this afternoon, please copy Hannah and Richard.

You can also call my phone – Hannah will be here until 6:30 and take any calls.

Thanks again for your help today.

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Schlueter, Hannah (EASZ/1)" [hannah.schlueter@volkswagen.de]; Rodgers, William (EEO)" [William.Rodgers@vw.com]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
From: "Giles, Michael (EEO)"
Sent: Thur 11/29/2012 4:02:42 PM
Subject: Hybrid Discussion

Hi Jim,

We would like to follow up our discussion about the Hybrid. Here are our current thoughts:

- For the FTP test, if the finding is that the EPA test is technically invalid, is it possible to accept the Mfr test? We would accept this in preference to a re-test.

- For the US06 test: After discussion, we have decided to waive the re-test. Therefore, the official FE test is the lower of the confirmatory test and the manufacturer test. We understand this to be based on Hwy portion (Bag 2). The lower Bag 2 result is from the Mfr, therefore this test would be used.

- For the Hwy test, there is no issue.

Let's talk when you get a chance to confirm our thoughts.

Thanks

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael (EEO)"
Sent: Thur 11/29/2012 4:40:46 PM
Subject: RE: Hybrid Discussion
snyder.jim@epa.gov
michael.giles@vw.com
hannah.schlueter@volkswagen.de
William.Rodgers@vw.com
Richard.Thomas@vw.com

Thanks for the confirmation Jim!

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, November 29, 2012 11:33 AM
To: Giles, Michael (EEO); Wehrly.Linc@epamail.epa.gov
Cc: Schlueter, Hannah (EASZ/1); Thomas, Richard (EEO); Rodgers, William (EEO)
Subject: Re: Hybrid Discussion

Yes, The EPA FTP test confirmed the emissions and fuel economy of the Mfr's FTP test. The only issue with the EPA test is the lack of SOC data but we had already confirmed passing SOC from the previous EPA FTP test. Using the Mfr FTP data is acceptable.

The EPA US06 confirmatory test exceeded the MFR's US06 Bag2 (highway portion) FE by 3.02%. Even though it was actually higher than the Mfr FE result, it doesn't confirm it since it is over 3% different. Therefore a retest is in order -or the Mfr can choose to accept the test with the lower result, which is the Mfr's US06 test in this case.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Schlueter, Hannah (EASZ/1)" <hannah.schlueter@volkswagen.de>, "Rodgers, William (EEO)" <William.Rodgers@vw.com>, "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
Date: 11/29/2012 11:02 AM
Subject: Hybrid Discussion

Hi Jim,

We would like to follow up our discussion about the Hybrid. Here are our current thoughts:

- For the FTP test, if the finding is that the EPA test is technically invalid, is it possible to accept the Mfr test? We would accept this in preference to a re-test.
- For the US06 test: After discussion, we have decided to waive the re-test. Therefore, the official FE test is the lower of the confirmatory test and the manufacturer test. We understand this to be based on Hwy portion (Bag 2). The lower Bag 2 result is from the Mfr, therefore this test would be used.
- For the Hwy test, there is no issue.

Let's talk when you get a chance to confirm our thoughts.

Thanks
Mike
Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Linc Wehrly/AA/USEPA/US@EPA;Jim Snyder/AA/USEPA/US@EPA[]; im
Snyder/AA/USEPA/US@EPA[]
From: "Schmidt, Oliver (EEO)"
Sent: Fri 11/30/2012 12:25:48 AM
Subject: Jetta Hybrid

Good evening,

I wrote a lot of "Thank you" emails today to the team members of the Jetta Hybrid development team that made the new software available so fast but I would like to take to opportunity to thank the two of you for supporting us in the way you did.

Thank you

Oliver

Oliver Schmidt
+1 (248) 760-6180
VWGoA EEO
Sent by Blackberry

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
From: "Giles, Michael (EEO)"
Sent: Fri 11/30/2012 7:35:27 PM
Subject: VW Group - Decision Information for MY 2014 A8 3.0L TDI

Hi Jim,

I just submitted vehicle info, tests and a decision request for a MY 2014 Audi A8 3.0L TDI fuel economy vehicle.

This vehicle is an improved version of the vehicle tested earlier this year at EPA. As before, this vehicle has stop start technology. The vehicle now has software improvements to optimize fuel economy.

Please let us know of your decision at your earliest convenience, or call me if you have any questions.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael (EEO)"
Sent: Tue 12/4/2012 2:45:28 PM
Subject: RE: Hybrid Discussion
snyder.jim@epa.gov

Ok, please release it. I'll confirm about pickup today, I had heard it was in the plan already ...

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, December 04, 2012 8:46 AM
To: Giles, Michael (EEO)
Subject: RE: Hybrid Discussion

Mike, do you think you can pick up the Jetta today? There is a technology fair in the lab tomorrow and they're trying to clear the lab out.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA;Vincent Mazaitis/AA/USEPA/US@EPA[]; inccent Mazaitis/AA/USEPA/US@EPA[]
From: "Giles, Michael (EEO)"
Sent: Tue 12/4/2012 4:00:23 PM
Subject: RE: Hybrid Discussion
Snyder.Jim@epamail.epa.gov
<mailto:Snyder.Jim@epamail.epa.gov>
snyder.jim@epa.gov

Jim / Vince,

Just to confirm, Brian will be there around 3 or 3:30 to drop off a Beetle for the fair and pick up the Jetta Hybrid.

From: Giles, Michael (EEO)
Sent: Tuesday, December 04, 2012 9:45 AM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: RE: Hybrid Discussion

Ok, please release it. I'll confirm about pickup today, I had heard it was in the plan already ...

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, December 04, 2012 8:46 AM
To: Giles, Michael (EEO)
Subject: RE: Hybrid Discussion

Mike, do you think you can pick up the Jetta today? There is a technology fair in the lab tomorrow and they're trying to clear the lab out.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael (EEO)" [michael.giles@vw.com]; Kata, Leonard (EEO)" [Leonard.Kata@vw.com]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
From: "Rodgers, William (EEO)"
Sent: Wed 12/5/2012 3:30:57 PM
Subject: 2014 Certificate Requests - Audi R8 / Lamborghini Gallardo

Hello Jim,

I have uploaded the Initial Applications and submitted Certificate Requests for the following 2014 model year Audi test groups. These are both carryover test groups with new fuel economy and worst case emissions data for all Audi R8 models, the Lamborghini Gallardo 5.2L (FEDV) models continue to use data carried over from previous model years.

- EADXV04.2375 – 2014 Audi R8 V8 models
- EADXV05.2LR8 – 2014 Audi R8 V10 and Lamborghini Gallardo models

The 2014 VW Group Certification Preview and Pre Model Year GHG report is forthcoming in the coming weeks, we will contact you to arrange a meeting on these topics. In the meantime, we would appreciate your review of the submitted 2014 applications to expedite the processing of these certificates after we have completed our preview meeting with you.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William (EEO)" [William.Rodgers@vw.com]; Kata, Leonard (EEO)" [Leonard.Kata@vw.com]
From: "Giles, Michael (EEO)"
Sent: Tue 12/11/2012 9:47:32 PM
Subject: FW: A8 Security

Hello Jim,

Our Audi factory in Neckarsulm is asking us about the possibility of certifying an armored version of the A8 for the US with the 4.0L V8 engine. They gave us sparse details so far, but the initial question was if it could be included with an existing passenger car test group. The text of the inquiry was as follows:

"... Audi sales is asking for the possibility to bring a A8 armored version to the U.S.

They want to use the V8 TFSI in this version. Unfortunately the min weight would be approx. 8047lbs, maximum weight would be 9370lbs.

Is there a chance to cover this version with the V8 TFSI test group?

We used the worst case variant for FE & emissions (Bentley GT/GTC) already and the max inertia weight class for PC is 5500lbs anyway.

However, the A8 armored would be heavier..."

After some checking of the regulations (see for example definitions in 86.1803), our thoughts were as follows:

- There seems to be no specific upper weight limit on classification of vehicles as "LDV", however the definition for HDV states "... any vehicle 8,500# GVWR or > 6,000 curb weight...". Therefore, we believe the vehicle would need to be certified as an HDV, or possibly a MDPV/HDV if the GVWR is less than 10,000#. It was not clear from the description if we move over into HDV only but it seems possible .

- HDV's have the option to be tested on a dyno if < 14,000# GVWR (as opposed to testing engine only which is also an option).

- We believe any HDV or MDPV/HDV would need to be classified in their own test group separate

from any LDV's.

- Any MDPV /HDV fleet emissions would likely need to be included with LDT4 for fleet average NOx, GHG, CAFÉ.
- OBD could most likely be based on the existing/similar LDV OBD group. However, the requirements would also be less stringent for the HDV class.

Could you let us know your feedback on our assumptions above, or if you notice anything we may have overlooked at this early stage.

Best Regards,

Mike

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Kata, Leonard (EEO)"
Sent: Thur 12/13/2012 10:56:02 PM
Subject: 2014MY Certification Preview

Hi Jim:

The Volkswagen Group 2014MY Certification Preview material should be submitted to EPA tomorrow. If possible, we would like to meet with you to discuss. Would you have any time available early next week? It would be nice to complete this task before the holidays.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Kata, Leonard (EEO)" [Leonard.Kata@vw.com]; Rodgers, William (EEO)" [William.Rodgers@vw.com]
From: "Giles, Michael (EEO)"
Sent: Fri 12/14/2012 1:00:50 PM
Subject: RE: FW: A8 Security
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com
Leonard.Kata@vw.com

Thanks for the quick reply Jim.

We don't have weight details yet. But, it seems Audi is interested in keeping this in an existing test group, so it is good to hear that it may be possible. We will follow up when we get more info.

Mike

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, December 13, 2012 5:39 PM
To: Giles, Michael (EEO)
Cc: Kata, Leonard (EEO); Rodgers, William (EEO)
Subject: Re: FW: A8 Security

Hi Mike, I've been looking into this since and conferring with colleagues since don't normally deal with Heavy Duty. I think you are on the right track. I had some comments below. Can you clarify, are you referring to curb, test weight or ALVW in your comments? I assumed curb weight. Is Audi interested in keeping this in the existing test group?

Jim Snyder
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Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>, "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>

Date: 12/11/2012 04:49 PM
Subject: FW: A8 Security

Hello Jim,

Our Audi factory in Neckarsulm is asking us about the possibility of certifying an armored version of the A8 for the US with the 4.0L V8 engine. They gave us sparse details so far, but the initial question was if it could be included with an existing passenger car test group. The text of the inquiry was as follows:

"... Audi sales is asking for the possibility to bring a A8 armored version to the U.S. They want to use the V8 TFSI in this version. Unfortunately the min weight would be approx. 8047lbs, maximum weight would be 9370lbs. Is there a chance to cover this version with the V8 TFSI test group? We used the worst case variant for FE & emissions (Bentley GT/GTC) already and the max inertia weight class for PC is 5500lbs anyway. However, the A8 armored would be heavier..."

After some checking of the regulations (see for example definitions in 86.1803), our thoughts were as follows:

- There seems to be no specific upper weight limit on classification of vehicles as "LDV", however the definition for HDV states "... any vehicle 8,500# GVWR or > 6,000 curb weight...". Therefore, we believe the vehicle would need to be certified as an HDV, or possibly a MDPV/HDV if the GVWR is less than 10,000#. It was not clear from the description if we move over into HDV only but it seems possible. I found an unofficial reference to a LDV weight limit of 5750 but haven't found that in the CFR. I don't think that is correct and I'm not convinced the ">6,000 curb weight" applies to LDV either. That said, I think this could qualify as a MDPV if under 10,000# GVW. Otherwise as a HDV if the GVW is over 10,000. Do you know the GVW yet?
- HDV's have the option to be tested on a dyno if < 14,000# GVWR (as opposed to testing engine only which is also an option).
- We believe any HDV or MDPV/HDV would need to be classified in their own test group separate from any LDV's. Whether its a LDV, MDPV or HDV, I don't see anything in the regs preventing you from including it in the existing test group if it met the same LDV Bin level emissions and OBD requirements. It would be a new worst case EDV.
- Any MDPV /HDV fleet emissions would likely need to be included with LDT4 for fleet average NOx, GHG, CAFÉ. Probably, I haven't looked into this much.
- OBD could most likely be based on the existing/similar LDV OBD group. However, the requirements would also be less stringent for the HDV class.

Could you let us know your feedback on our assumptions above, or if you notice anything we may have overlooked at this early stage.

Best Regards,
Mike

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@arb.ca.gov; [Ex. 7]@arb.ca.gov; Kata, Leonard (EEO)" [Leonard.Kata@vw.com]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Giles, Michael (EEO)" [michael.giles@vw.com]
From: "Rodgers, William (EEO)"
Sent: Fri 12/14/2012 1:47:02 PM
Subject: Volkswagen Group 2014 Certification Preview

Hello Jim,

On behalf of the Volkswagen Group, we have submitted our 2014 Certification Preview letter to the Verify system for your review. This letter was also submitted to the California ARB DMS system for their review. We are requesting that our ARB Certification representative, [Ex. 7] be allowed to call into the preview meeting currently being arranged at EPA for Wednesday, Dec 19th at 1:00PM EST (10AM Pacific). Please contact Len Kata when a conference room has been decided so a call in number can be established.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Kata, Leonard (EEO)"
Sent: Fri 12/14/2012 3:30:30 PM
Subject: RE: 2014MY Certification Preview
snyder.jim@epa.gov
Leonard.Kata@vw.com
leonard.kata@vw.com

Hi Jim:

Thanks for the info. Our numbers will be limited (1 or 2).

By the way, I haven't set this up yet, but would you have any objection to ARB Ex. 7 listening in by telephone?

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

From: Snyder.Jim@epamail.epa.gov [<mailto:Snyder.Jim@epamail.epa.gov>]
Sent: Thursday, December 13, 2012 6:28 PM

To: Kata, Leonard (EEO)
Subject: Re: 2014MY Certification Preview

Well I scheduled it but so far all I could get was our room with the round table. Don't wear a heavy sweater that day.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/13/2012 05:56 PM
Subject: 2014MY Certification Preview

Hi Jim:

The Volkswagen Group 2014MY Certification Preview material should be submitted to EPA tomorrow. If possible, we would like to meet with you to discuss. Would you have any time available early next week? It would be nice to complete this task before the holidays.

Best regards,

Len

Leonard W. Kata
Senior Manager
Emission Regulations and Certification
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Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael (EEO)" [michael.giles@vw.com]; Kata, Leonard (EEO)" [Leonard.Kata@vw.com]
From: "Rodgers, William (EEO)"
Sent: Mon 12/17/2012 4:32:44 PM
Subject: 2012 Final Common Section Extension Request

Hello Jim,

We have uploaded a request for approval letter for your consideration regarding a 90-day extension of our 2012 Final Common Section submission. Please review and provide approval at your earliest convenience.

Regards,

Bill Rodgers

VWGoA EEO

(248) 754-4219

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William (EEO)"
Sent: Mon 12/17/2012 8:29:30 PM
Subject: RE: bev and PHEV spreadsheets
snyder.jim@epa.gov

Sure. That would have been Richard Thomas and Hannah Schlueter.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, December 17, 2012 3:24 PM
To: Rodgers, William (EEO)
Cc: Kata, Leonard (EEO)
Subject: Fw: bev and PHEV spreadsheets

Bill, at a previous meeting someone asked if we had a spreadsheet calculator for PHEVs and EVs. Here's what we have. They aren't very polished yet. I think it was Peter or Klaus that asked. Can you forward it to the right person?
Thanks.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William (EEO)" [William.Rodgers@vw.com]; Giles, Michael (EEO)"
[michael.giles@vw.com]
From: "Kata, Leonard (EEO)"
Sent: Mon 12/17/2012 8:46:31 PM
Subject: Accepted: VW Pre-Cert Mtg Rm C126

To: Jim Snyder/AA/USEPA/US@EPA; [Ex. 7]@arb.ca.gov];
[Ex. 7]@arb.ca.gov]; inc Wehrly/AA/USEPA/US@EPA[]
Cc: "Kata, Leonard (EEO)" [Leonard.Kata@vw.com]; Rodgers, William (EEO)"
[William.Rodgers@vw.com]
From: "Giles, Michael (EEO)"
Sent: Tue 12/18/2012 7:56:52 PM
Subject: VW Group Model Year 2014 SCR / AECD Approval Request for 3.0L TDI test group
EADXJ03.04UG

Hello Jim, Linc and [Ex. 7]

Today we submitted a request for approval for SCR / AECD for our Model Year 14 3.0L TDI test group EADXJ03.04UG. This request is contained in a (single) PDF document including cover letter and supporting pages,

submitted under the following names:

EPA VERIFY: CBI_EADXJ03.04UG_RFA_SCR_R00

ARB DMS: CBI_VOLK_CORRESP_RFA1SCR_.PDF (see workflow
2014_CBI_VOLK_CORRESP_RFA1SCR_)

This MY 14 test group is based on the same engine used in current test groups for Q7 / Touareg but will now include several PC models (A6,A7,A8, A8L) as well as one light truck (Q5).

In addition, this test group will be amongst our first for MY14 certification, therefore we would kindly ask you to review this at your earliest convenience. Please contact me if you have any questions about this request.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Kata, Leonard (EEO)"
Sent: Tue 12/18/2012 9:53:05 PM
Subject: RE: VW Certification Preview
snyder.jim@epa.gov

Hello Jim:

I will bring copies of the materials. Also, Dale Harris from my group will join me; so two from VW.

Best regards,

Len

Leonard W. Kata

Senior Manager

Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, December 18, 2012 3:37 PM
To: Kata, Leonard (EEO)
Subject: VW Certification Preview

Len that's fine. Also, we are in the lobby room now so lots of room. I saw the pre-cert letter in Verify and printed it out. Are you bringing hardcopies or sending a revised version? Just wondering whether or not to make copies.

[IMAGE]

Hi Jim:

As we have mentioned, ARB would like the opportunity to listen in on the VW Certification Preview Meeting. I confirmed this earlier today with **Ex. 7** our ARB certification representative. I have set up a call-in number and notified Bill McDuffee.

Just FYI, the number and conference ID are shown below. I would appreciate having a speaker telephone available in the meeting room (I think that this is usually the case).

(P.S. Does the room change mean I can wear a heavier sweater now?)

Best regards,

Len

Join by Phone

Ex. 6

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William (EEO)" [William.Rodgers@vw.com]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
From: "Giles, Michael (EEO)"
Sent: Wed 12/19/2012 6:59:07 PM
Subject: VW Group - Decision Information Submitted for Beetle Convertible TDI

Hello Jim,

Today we submitted vehicle information, test data and decision information for the Beetle Convertible TDI. As a reminder, this vehicle is an FEDV, and is a replacement for a previous vehicle which had a confirmatory test at EPA, but was deemed un-representative due to a mis-fueling event.

If you could, please let me know when you process the decision request. The VERIFY notification emails / broadcasts seem to not be working lately.

Otherwise, I hope you have an enjoyable and relaxing holiday break!

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael (EEO)"
Sent: Thur 12/20/2012 8:01:13 PM
Subject: Page 8.1 - common section
Page_8.1_CBI_EVWXB_COMMON_APP_INI_R03.pdf

Hi Jim,

I found the missing page from the common section. I will submit a R03 of the common by Friday at latest.

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

| | | | | | |
|------------|-------|-------------------------|-------------|-----------|---------------|
| Section 8 | Pg. 1 | Emission Testing Waiver | Engine Code | R.CH-No.: | Revision Date |
| Test Group | | all | All | | |

8. Emission Testing Waiver Statements

High Altitude Exhaust Emissions Compliance Statement

In accordance with 40 CFR 86.1829-01 (b) (1) (ii) (B), The Volkswagen Group hereby certifies that, based upon engineering evaluation and high altitude emission tests conducted on similar vehicles, all vehicles of this test group comply with the high altitude exhaust emissions requirements.

High Altitude Evaporative/Refueling Emissions Compliance Statement

In accordance with 40 CFR 86.1829-01 (b) (2) (ii) (B), The Volkswagen Group hereby certifies that, based upon engineering evaluation and high altitude evaporative/refueling tests conducted on similar vehicles, all vehicles of this test group comply with the high altitude evaporative/refueling emissions requirements.

Particulate Matter (PM)

In accordance with 40 CFR 86.1829-01(b) (1) (iii) (B), The Volkswagen Group states that, based on good engineering judgment the vehicles of this test group are of a design substantially similar to existing designs that have particulate levels significantly below the standard, and that this vehicle design is expected to have similar characteristics. We therefore certify that, all vehicles of this test group comply with the particulate matter emissions requirements.

Diesel Refueling Emissions Statement

In accordance with 40 CFR 86.1810-01(2)(m) and based upon engineering evaluation the Volkswagen Group hereby certifies that due to the low vapor pressure of diesel fuel and the vehicle tank temperatures, hydrocarbon vapor concentrations are low and all vehicles of this test group comply with the 0.20 grams/gallon standard without a control system.

Formaldehyde Emissions Compliance Statement

In accordance with 40 CFR 86.1829-01(b)(1)(iii)(E), and based upon good engineering judgment, the Volkswagen Group hereby states that vehicles certified based upon NMHC emissions comply with the applicable formaldehyde emission standards.

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Kata, Leonard (EEO)" [Leonard.Kata@vw.com]
From: "Harris, Dale (EEO)"
Sent: Fri 12/21/2012 3:05:28 PM
Subject: VW GHG Pre Model Report
[@vw.com](mailto:Leonard.Kata@vw.com)
<http://www.volkswagengroupamerica.com/>

Jim

This note is intended to make you aware of that the 2014 GHG Pre Model year report has been submitted via the Verify system. The filename is:

CBI_EVWXV_COMMON_CR1_CAR.PDF

Thanks!!!

Regards,

Dale Harris

Certification Specialist

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office (EEO)
2930 Technology Drive

Rochester Hills Michigan 48309

United States of America

P: +1 248 754-4218

E: Dale.Harris@vw.com

<http://www.volkswagengroupamerica.com/>

Confidentiality Notice: This message (including any attachments) is intended exclusively for the individual or entity to which it is addressed. If you are not the named addressee, you are not authorized to read, print, retain, copy or disseminate this message or any part of it. If you have received this message in error, please notify the sender immediately by e-mail and delete all copies of the message.

To: oliver.schmidt@vw.com;richard.thomas@vw.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]; ichard.thomas@vw.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: john.finneran@nhtsa.dot.gov;CN=David Good/OU=AA/O=USEPA/C=US@EPA;CN=Jeff Alson/OU=AA/O=USEPA/C=US@EPA;CN=Ben Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA;Henrietta.Dandy@dot.gov[]; N=David Good/OU=AA/O=USEPA/C=US@EPA;CN=Jeff Alson/OU=AA/O=USEPA/C=US@EPA;CN=Ben Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA;Henrietta.Dandy@dot.gov[]; N=Jeff Alson/OU=AA/O=USEPA/C=US@EPA;CN=Ben Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA;Henrietta.Dandy@dot.gov[]; N=Ben Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA;Henrietta.Dandy@dot.gov[]; Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA;Henrietta.Dandy@dot.gov[]; terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA;Henrietta.Dandy@dot.gov[]; N=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA;Henrietta.Dandy@dot.gov[]; N=Aaron Hula/OU=AA/O=USEPA/C=US@EPA;Henrietta.Dandy@dot.gov[]; enrietta.Dandy@dot.gov[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Wed 1/2/2013 6:09:30 PM
Subject: EPA CAFE letter & calculation attached - 2011 VW Group IP, LT
[2011 VWX LT 20121206 101129 CAFE.pdf](#)
[2011 VWX IP 20121206 102046 CAFE.pdf](#)

This e-mail message forwards a signed EPA letter and Corporate Average Fuel Economy (CAFE) calculation to your office.

This e-mail and the Adobe Acrobat (.pdf) attachment are an official Agency action. If there is a problem with the attachment or if you are not the intended recipient, please contact your certification team representative immediately. Adobe Acrobat Reader version 5.0 or later is required to open the attached PDF document(s).



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
ANN ARBOR, MICHIGAN 48105
OFFICE OF TRANSPORTATION AND AIR QUALITY

January 02, 2013

Dr. Oliver Schmidt
General Manager
Engineering and Environmental Office
Volkswagen Group of America
3800 Hamlin Road
Auburn Hills, MI 48326

Dear Dr. Schmidt:

This letter serves to formally acknowledge the receipt of your 2011 final average fuel economy calculation for Light Trucks. The EPA-calculated and the manufacturer-submitted mpg values for this calculation are shown on the enclosed 'CAFE Report' page of EPA's calculation.

In accordance with 40 CFR 600.510-08(e), we calculated an adjusted final value of 27.1 mpg; this value will serve as our official determination.

A copy of the calculation is enclosed.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Linc Wehrly", written over the typed name.

Linc Wehrly, Center Director
Light-Duty Vehicle Center
Compliance Division

Enclosures

cc: J. Finneran, NHTSA



VERIFY ENGINE AND VEHICLE COMPLIANCE SYSTEM
CORPORATE AVERAGE FUEL ECONOMY (CAFE) REPORT
MANUFACTURERS FUEL ECONOMY CALCULATION FOR MODEL YEAR 2011

Report Date: January 02, 2013
Manufacturer Name: Volkswagen Group of America
Compliance Category: Light Trucks
Official Production: 64,780
Official CAFE Value: 27.1 mpg
Official CAFE Standard: 26.0 (Reformed)

Submitted by Mfr: March 13, 2012, Transaction ID: _99c52bfd-38eb-4598-b857-9dd34b851dad

| | <u>EPA Calculation</u> | <u>Mfr Calculation</u> | <u>Calc Warnings</u> |
|--|------------------------|------------------------|----------------------|
|--|------------------------|------------------------|----------------------|

| | | | |
|---------------------------|---------|---------|---|
| Unadjusted Unrounded: | 27.1483 | 27.1483 | - |
| Unadjusted Rounded: | 27.1 | 27.1 | - |
| Adjusted (TPA) Unrounded: | 27.1483 | N/A | - |
| Adjusted (TPA) Rounded: | 27.1 | N/A | - |

| <u>Final Calculation (Incl AMFA credit)</u> | | | |
|---|---------|---------|---|
| Unadjusted Unrounded: | 27.1483 | 27.1483 | - |
| Unadjusted Rounded: | 27.1 | 27.1 | - |
| Adjusted (TPA) Unrounded: | 27.1483 | N/A | - |
| Adjusted (TPA) Rounded: | 27.1 | N/A | - |

| | | | |
|--------------------------|------|--------------------|---|
| Total Production Volume: | | | - |
| CAFE Value: | 27.1 | Ex 4 - CBI 27.1 | - |

Statistics

| | |
|-------------------------------|------------------|
| Model Types: | 10 |
| Base Levels: | 11 |
| Configurations: | 11 |
| Tested: | 11 |
| Ex 4 - CBI | |
| Tested Production Volume Pct: | 100.0000% (100%) |
| Subconfigurations: | 11 |
| Tested: | 11 |

Ex. 4 - CBI



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
ANN ARBOR, MICHIGAN 48105
OFFICE OF TRANSPORTATION AND AIR QUALITY

January 02, 2013

Dr. Oliver Schmidt
General Manager
Engineering and Environmental Office
Volkswagen Group of America
3800 Hamlin Road
Auburn Hills, MI 48326

Dear Dr. Schmidt:

This letter serves to formally acknowledge the receipt of your 2011 final average fuel economy calculation for Import Passenger Vehicles. The EPA-calculated and the manufacturer-submitted mpg values for this calculation are shown on the enclosed 'CAFE Report' page of EPA's calculation.

In accordance with 40 CFR 600.510-08(e), we calculated an adjusted final value of 33.9 mpg; this value will serve as our official determination. This official value includes 0.1 mpg increase in average fuel economy attributed to manufacturing incentives for alternative fuel, dual-fuel automobiles, ref 49 U.S.C 32905.

A copy of the calculation is enclosed.

Sincerely yours,

Linc Wehrly, Center Director
Light-Duty Vehicle Center
Compliance Division

Enclosures

cc: J. Finneran, NHTSA



VERIFY ENGINE AND VEHICLE COMPLIANCE SYSTEM
CORPORATE AVERAGE FUEL ECONOMY (CAFE) REPORT
MANUFACTURERS FUEL ECONOMY CALCULATION FOR MODEL YEAR 2011

Report Date: January 02, 2013
Manufacturer Name: Volkswagen Group of America
Compliance Category: Import Passenger Vehicles
Official Production: **Ex. 4 - CBI**
Official CAFE Value: **33.9 mpg**
Official CAFE Standard: 30.7 (Reformed)

Submitted by Mfr: May 09, 2012, Transaction ID: _0ef59c1a-0719-427d-8af9-39f9b514a148

Baseline Calculation (No AMFA credit)

| | | | |
|---------------------------|---------|---------|-------|
| Unadjusted Unrounded: | 33.5336 | 33.5336 | - |
| Unadjusted Rounded: | 33.5 | N/A | - |
| Adjusted (TPA) Unrounded: | 33.7809 | 33.7810 | MINOR |
| Adjusted (TPA) Rounded: | 33.8 | 33.8 | - |

Final Calculation (Incl AMFA credit)

| | | | |
|---------------------------|---------|---------|-------|
| Unadjusted Unrounded: | 33.6127 | 33.6127 | - |
| Unadjusted Rounded: | 33.6 | N/A | - |
| Adjusted (TPA) Unrounded: | 33.8606 | 33.8607 | MINOR |
| Adjusted (TPA) Rounded: | 33.9 | 33.9 | - |

| | | | |
|--------------------------|------|--------------------|---|
| Total Production Volume: | | Ex. 4 - CBI | - |
| CAFE Value: | 33.9 | 33.9 | - |

Statistics

| | | |
|-------------------------------|-----|--------------------|
| Model Types: | 64 | |
| Base Levels: | 64 | |
| Configurations: | 85 | |
| Tested: | 85 | |
| Tested Production Volume: | | Ex. 4 - CBI |
| Tested Production Volume Pct: | | |
| Subconfigurations: | 151 | |
| Tested: | 151 | |
| Tested Production Volume: | | Ex. 4 - CBI |
| Tested Production Volume Pct: | | |

Totals
Unrounded Standard
Rounded Standard

EX. 4 - CBI

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA;"Thomas, Suanne (EEO)"
[Suanne.Thomas@vw.com]; Thomas, Suanne (EEO)" [Suanne.Thomas@vw.com]; Giles,
Michael (EEO)" [michael.giles@vw.com]; Peter, Juergen (EASZ/1)"
[juergen.peter@volkswagen.de]; Schlueter, Hannah (EASZ/1)"
[hannah.schlueter@volkswagen.de]
From: "Rodgers, William (EEO)"
Sent: Wed 1/2/2013 8:04:30 PM
Subject: Volkswagen Group 2013/14 Federal-Only Request for OBD Approval
CBI DVWXV02.0B5F RFA OBD R00.PDF
EPA Verify Submission 01022013.pdf

Hello Bob,

We are submitting the attached Request for OBD Approval for the 2013/14 model year Federal-Only Test Groups DVWXV02.0B5F and EVWXV02.0B5F (OBD Groups DVW-TFSIN and EVW-2.0-1.8T-G3). This request represents the next generation of Volkswagen gasoline direct injection I4-turbo engines to be offered in 1.8 Liter and 2.0 Liter displacements beginning in early March 2013. A member of our staff will soon be in touch with you to arrange a meeting with you on this topic. The attached CBI file has also been uploaded to the Verify system.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

Submission accepted for your file upload CBI_DVWXV02.0B5F_RFA_OBD_R00.PDF

- From: Verify Administrator
- Date: 1/2/2013 2:43:17 PM

Your recent submission for the file upload CBI_DVWXV02.0B5F_RFA_OBD_R00.PDF has been received by EPA. You will be notified if any additional actions on your part are required

The following document identifier has been assigned to this request:

_8273b265-cc64-4a28-8d20-404ed028ea8a

Document Name: CBI_DVWXV02.0B5F_RFA_OBD_R00.PDF

Transaction Identifier: _8273b265-cc64-4a28-8d20-404ed028ea8a

Click [here](#) to view the status history.

Thank you for submitting your request to Verify via CDX.

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William (EEO)" [William.Rodgers@vw.com]; Kata, Leonard (EEO)" [Leonard.Kata@vw.com]
From: "Giles, Michael (EEO)"
Sent: Wed 1/2/2013 8:21:46 PM
Subject: RE: VW Group Model Year 2014 SCR / AECD Approval Request for 3.0L TDI test group EADXJ03.04UG
snyder.jim@epa.gov
michael.giles@vw.com
@arb.ca.gov
Ex. 7 @arb.ca.gov
Leonard.Kata@vw.com
William.Rodgers@vw.com

Thanks Jim,

I will follow up with Len when he returns Monday about commonality for the EGR protection.

Regards,

Mike

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, January 02, 2013 2:04 PM
To: Giles, Michael (EEO)
Subject: Re: VW Group Model Year 2014 SCR / AECD Approval Request for 3.0L TDI test group EADXJ03.04UG

Mike, I approved the AECD. I did notice a EGR protection listed (page 12) that I hadn't seen before. We have heard of this before but I don't recall seeing it in previous VW/Audi AECDs. Is this the only engine with it or do the others have it too?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, [REDACTED] Ex. 7 @arb.ca.gov>, Linc Wehrly/AA/USEPA/US@EPA
Cc: "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>, "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 12/18/2012 02:57 PM
Subject: VW Group Model Year 2014 SCR / AECD Approval Request for 3.0L TDI test group EADXJ03.04UG

Hello Jim, Linc and [REDACTED] Ex. 7

Today we submitted a request for approval for SCR / AECD for our Model Year 14 3.0L TDI test group EADXJ03.04UG. This request is contained in a (single) PDF document including cover letter and supporting pages, submitted under the following names:

EPA VERIFY: CBI_EADXJ03.04UG_RFA_SCR_R00
ARB DMS: CBI_VOLK_CORRESP_RFA1SCR_.PDF (see workflow
2014_CBI_VOLK_CORRESP_RFA1SCR_)

This MY 14 test group is based on the same engine used in current test groups for Q7 / Touareg but will now include several PC models (A6,A7,A8, A8L) as well as one light truck (Q5).

In addition, this test group will be amongst our first for MY14 certification, therefore we would kindly ask you to review this at your earliest convenience. Please contact me if you have any questions about this request.

Regards,
Mike
Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Kata, Leonard (EEO)" [Leonard.Kata@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Mon 1/7/2013 2:31:07 PM
Subject: RE: Telephone Message regarding EPA's Verify database requirements for CARB LEV3 diesel fuel

Len,

Thanks for your email and Happy New Year to you also.

The part of the message that was cut off, I asked two questions, e.g.:

My understanding is that CARB LEV 3 regulations revised the diesel fuel specs for 2015 and subsequent model years---which would require a new fuel code in Verify for CARB LEV3 diesel fuel.

My questions are 1) whether you agree with my reading of CARB LEV3 diesel fuel requirements, and 2) what test fuel VW intends to use for 2014 and later diesel vehicles. [Normally, CARB LEV3 requirements start in 2015 model year, but optionally manufacturers may meet LEV3 requirements in 2014 model year.]

Dave

From: "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>
To: David Good/AA/USEPA/US@EPA
Date: 01/07/2013 08:31 AM
Subject: RE: Telephone Message

Hello Dave:

I heard part of your telephone message regarding diesel fuel, but the system cut it short due to length. My understanding is that you believe that the diesel fuel spec in the ARB LEV III regulations does not comply with the EPA diesel fuel spec. I assume you mean test fuel. You asked if we agree that this is the case, and then the message was cut off. I guess that the rest of the question might be what the implications are for Tier 3 or if we would have some suggestions on how to address this situation. I will discuss this internally and we will respond to the initial question. Please let me know what additional information you may want. A short e-mail would be good, since our telephone message system appears to have some limitations.

Best regards and Happy New Year!

Len

Leonard W. Kata
Senior Manager
Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204

Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: "Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Kata, Leonard (EEO)" [Leonard.Kata@vw.com]; Kata, Leonard (EEO)" [Leonard.Kata@vw.com]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Fri 1/11/2013 8:19:27 PM
Subject: Re: 2013 Beetle Convertible automatic Fuel Economy
[winmail.dat](#)

Richard,

If you need to label a vehicle prior to Monday morning (when Verify comes back up) you can send us the label notification, a vehicle description, the fuel economy mpg values, etc in short letter to EPA.

Dave

From: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: David Good/AA/USEPA/US@EPA, "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>
Date: 01/10/2013 08:55 AM
Subject: 2013 Beetle Convertible automatic Fuel Economy

Hello Jim;

I spoke with Dave Good earlier this week, regarding the fuel economy labeling for the Beetle Convertible TDI automatic, he asked me to additionally contact you. As you know the replacement fuel economy data vehicle for the Beetle Convertible TDI automatic, will be confirmed at your facility in March 2013. Unfortunately, it comes late with regard to the port release of this model as several orders have been sold but not delivered. This Beetle Convertible TDI automatic model is on hold, pending the fuel economy label.

We wish to label this model with the new data vehicle and Wolfsburg results. If required, after confirmatory testing has been completed and a relabel is required because of lower EPA test results, we will complete a relabel in March. We will offer a voluntary lower highway result for this vehicle model type, I do not think a relabel will be necessary.

Dave did not seem to have any concerns, but you were involved with the discussions on this model, so I request that if you see any difficulties with this plan, please let me know. Is there any way we can use a voluntary lower specific fuel economy label prior to the Verify system coming back on line on January 14th?

Best regards,
Richard

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213

Fax: 248 754-4207

Richard.Thomas@VW.com<mailto:Richard.Thomas@VW.com>

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael (EEO)"
Sent: Fri 1/11/2013 8:33:02 PM
Subject: RE: VW Group Model Year 2014 SCR / AECD Approval Request for 3.0L TDI test group EADXJ03.04UG
snyder.jim@epa.gov
michael.giles@vw.com
Ex. 7 @arb.ca.gov
@arb.ca.gov
Leonard.Kata@vw.com
William.Rodgers@vw.com

Hi Jim,

We asked the factory, and the reply is that the EGR protection is present since MY 2011. To verify, I our the applications and the page 12 info that you referenced shows up starting with MY11 (for 3.0L TDI only).

Regards

Mike

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, January 02, 2013 2:04 PM
To: Giles, Michael (EEO)
Subject: Re: VW Group Model Year 2014 SCR / AECD Approval Request for 3.0L TDI test group EADXJ03.04UG

Mike, I approved the AECD. I did notice a EGR protection listed (page 12) that I hadn't seen before. We have heard of this before but I don't recall seeing in it previous VW/Audi AECDs. Is this the only engine with it or do the others have it too?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>

To: Jim Snyder/AA/USEPA/US@EPA, [Ex. 7]@arb.ca.gov>, Linc Wehrly/AA/USEPA/US@EPA
Cc: "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>, "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 12/18/2012 02:57 PM
Subject: VW Group Model Year 2014 SCR / AECD Approval Request for 3.0L TDI test group EADXJ03.04UG

Hello Jim, Linc and [Ex. 7]

Today we submitted a request for approval for SCR / AECD for our Model Year 14 3.0L TDI test group EADXJ03.04UG. This request is contained in a (single) PDF document including cover letter and supporting pages, submitted under the following names:

EPA VERIFY: CBI_EADXJ03.04UG_RFA_SCR_R00
ARB DMS: CBI_VOLK_CORRESP_RFA1SCR_.PDF (see workflow
2014_CBI_VOLK_CORRESP_RFA1SCR_)

This MY 14 test group is based on the same engine used in current test groups for Q7 / Touareg but will now include several PC models (A6,A7,A8, A8L) as well as one light truck (Q5).

In addition, this test group will be amongst our first for MY14 certification, therefore we would kindly ask you to review this at your earliest convenience. Please contact me if you have any questions about this request.

Regards,
Mike
Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: leonard.kata@vw.com[]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;oliver.schmidt@vw.com[];
liver.schmidt@vw.com[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Tue 1/22/2013 2:37:58 PM
Subject: Electric Vehicle templates attached
[2013 generic EV Label calculations-1-18-13.xlsm](#)
[EV Verify Rel 9and10-Charge Depleting example data.8-9-2012.pdf](#)
[PHEV - Verify Rel9-Charge Depleting example data-2-10-2011.pdf](#)

Len,

In the VW/EPA meeting on 10/30/2012, you asked if we could send you an EV and a PHEV calculator template.

Attached is an EV calculator---sorry it took so long for me to respond, but I needed 2-3 hours to clean it up a bit (and I didn't find the time until last Friday). The template calculates derived 5-cycle label values and "Capped" label values (which are capped at a maximum 30% downward in-use adjustment factor)---per EPA policy for EVs. The template seemed to work OK for one EV manufacturer----let me know if you see any errors or have any questions.

I have a PHEV calculator that worked well for Fisker (non blended PHEV), but still need to clean it up a little. I'll try to send it to you this morning or so.

Also attached are example templates for entering charge depleting data into EPA's Verify data base.

Please call if you have questions.

Dave

Example - Charge Depleting Data for an Electric Vehicle

U.S. Environmental Protection Agency
Verify: Engine and Vehicle Compliance System

Welcome, David Good. Today is Monday, November 28, 2011 (ET)

VERIFY Intranet Home

[Home](#) > [Light Duty Vehicle & Truck](#) > [Search for Test Information](#) > [Test Information Search Results](#) > [Test Information Details](#)[Back](#) [Help](#) [Logout](#)

Test Information Details

Record Number:

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Search

Search Results

Test
Information EPA Tab

General Information

| | | | |
|----------------------------|-----------------------|-------------------------------|-------------------------------------|
| Process Code | Correction Submission | Mfr Code | MTX - Mitsubishi Motors Corporation |
| Test Number | CMTX10016275 | Exhaust Evap Test Number Link | |
| Vehicle ID / Configuration | EB12-EM21 / 0 | Test Date | 2011-06-15 |

EPA Only Fields

| | | | |
|-----------------|------------------|-----------------------|-------------|
| Dataset Status | Active | Submission Date | 11/21/2011 |
| Test Category | Charge Depleting | LOD Test Number | |
| EPA Dyno Number | | Test 5-Cycle Category | Not 5-Cycle |

Test Particulars

| | | | |
|---|-------------------------------|---------------------------------|------------------|
| Test Procedure | 81 - Charge Depleting UDDS | Test Fuel Type | 62 - Electricity |
| Verify Test Lab ID | 1 | Odometer Units | M |
| Test Start Odometer Reading | 300 | 4WD Test Dyno | No |
| State of Charge Delta Indicator | No | Fuel Batch ID | MOKZEV |
| Fuel Batch Mfr Code | MTX | Diesel Adjustment Factor | Downward |
| Fuel Batch Calibration Number | 1101 | Usage | |
| Retest Indicator | No | Refest Reason | N/A |
| Verify Test Number That Was Retested | | Manufacturer Confirmatory Test? | No |
| Original Manufacturer Verify Test Number That Was Confirmed | | | |

Analytically-Derived FE / CREE

| | | | |
|---------------------------------|-----|------------------------------|-----|
| Analytically Derived? | No | ADFE Base Verify Test Number | |
| ADFE Total Road Load Horsepower | N/A | ADFE ETW | N/A |
| ADFE NV Ratio | N/A | | |

PHEV/Charge Depleting Test Information

| | | | |
|---|------------------|--|---------|
| Recharge Event Voltage | 240 | Recharge Event Energy (kiloWatt-hours) | 18.3012 |
| Charge Depleting Range (Calculated miles) | 97.935 | Charge Depleting Range (Actual miles) | 97.935 |
| Equivalent All Electric Range (miles) | 97.935 | Number of Charge Depleting Bags / Phases Conducted | 1 |
| Fuel Economy Value Units | miles per gallon | | |

Test Results

UDDS/Highway/US06 Bag/Phase Number 1

| Test Result Name | Unrounded Test | Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value |
|---|----------------|---|
| ACT-DISTANCE (Actual Distance Driven (miles)) | 97.935 | - |
| AMP-HRS (Integrated Amp-hours) | 0 | - |
| AS-VOLT (Average System Voltage) | 0 | - |
| CO (Carbon Monoxide) | 0 | - |
| CO2 (Carbon dioxide) | 0 | - |
| CREE (Carbon-Related Exhaust Emissions) | 0 | - |
| END-SOC (System End State of Charge) | 0 | - |

| | |
|--|-------|
| Amp Watt-hours | |
| HC-TOTAL (Total Hydrocarbon) | 0 |
| MFR FE (Manufacturer Fuel Economy) | 180.4 |
| NOX (Nitrogen Oxide) | 0 |
| START-SOC (System Start State of Charge) | 0 |
| Amp Watt-hours | |

Note: Verify doesn't perform this calculation. Verify currently defaults to the mfr's value

Verify-Calculated Fields

System Miles 289

Fuel Economy

| | | | |
|-----------------------------------|----|---------------------------------|----|
| Unrounded Unadjusted Fuel Economy | -- | Rounded Unadjusted Fuel Economy | -- |
| Unrounded Adjusted Fuel Economy | -- | Rounded Adjusted Fuel Economy | -- |

CREE / OPT-CREE

| | | | |
|-------------------------------|----|-----------------------------|----|
| Unrounded Unadjusted CREE | -- | Rounded Unadjusted CREE | -- |
| Unrounded Adjusted CREE | -- | Rounded Adjusted CREE | -- |
| Unrounded Unadjusted OPT-CREE | -- | Rounded Unadjusted OPT-CREE | -- |
| Unrounded Adjusted OPT-CREE | -- | Rounded Adjusted OPT-CREE | -- |

Manufacturer Test Comments

This is official EPA confirmatory data. (Temporarily, inputted by Mfr.) UDDS AER(mile):97.935 , AC Energy(kWh/100mile):18.6705

[View Related Confirmatory Test Decision Information](#)

[EPA@Work Home](#) | [EPA Home](#) | [Accessibility](#)

URL: <https://verify-as1.nvfel-pmn1.epa.gov:8080/verify-web/cft/ld/testInfo/UpdateRetrieve.do>

$$\text{MFR FE} = \frac{33.705 \left(\frac{\text{kW-hr}}{\text{gal}} \right) \times \text{charge depleting range (miles)}}{\text{Recharge Event Energy (kW-hr)}}$$

ASTM Round to tenths
(units are MPGe)



U.S. Environmental Protection Agency

Verify: Engine and Vehicle Compliance System

VERIFY Intranet Home

[Home](#) > [Light-Duty Vehicle & Truck](#) > Fuel Properties Details

Welcome, David Good. Today is Monday, November 28, 2011 (ET)

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Record Number:

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Search

Search Results

Fuel Properties Details

General Information

| | | | |
|---------------------------------------|------------|---|------------------|
| Mfr Code | MTX | Fuel Batch Id | MOKZEV |
| Submission Date | 11/20/2011 | Test Fuel Type | 62 - Electricity |
| Fuel Calibration Number | 1101 | Fuel Batch Calibration Ineffective Date | |
| Fuel Batch Calibration Effective Date | 2011-05-23 | Carbon Weight Fraction HC | |
| Fuel Batch Calibration Date | 2011-03-01 | Fuel Density | |
| Carbon Weight Fraction NMHC | | Fuel Net Heating Value | |
| Exhaust Carbon Weight Fraction | | Weight Fraction CO2 | |
| Fuel Methanol Volume Fraction | | | |
| Fuel Specific Gravity | | | |
| Fuel Blend Carbon Weight Fraction | | | |

[View Related Test Datasets](#)[EPA@Work Home](#) | [EPA Home](#) | [Accessibility](#)URL: <https://verify-as1.nvfel-pmn1.epa.gov:8080/verify-web/cft/ld/fuelPropUpdateRetrieve.do...>

Example - Charge Depleting Data for a PHEVU.S. Environmental Protection Agency
Verify: Engine and Vehicle Compliance System

Welcome, David Good. Today is Tuesday, February 07, 2012 (ET)

VERIFY Intranet Home

Home > Light-Duty Vehicle & Truck > Search for Test Information > Test Information Search Results > Test Information Details

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Test Information Details

Record Number:

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Search Results

Test Information EPA Tab

General Information

| | | | |
|----------------------------|-----------------------|-------------------------------|--------------------------|
| Process Code | Correction Submission | Mfr Code | GMX - General Motors LLC |
| Test Number | CGMX10017746 | Exhaust Evap Test Number Link | |
| Vehicle ID / Configuration | 141DRN4804 / 1 | Test Date | 2011-11-04 |

EPA Only Fields

| | | | |
|-----------------|------------------|-----------------------|-------------|
| Dataset Status | Active | Submission Date | 01/04/2012 |
| Test Category | Charge Depleting | LOD Test Number | |
| EPA Dyno Number | | Test 5-Cycle Category | Not 5-Cycle |

Test Particulars

| | | | |
|---|----------------------------|---------------------------------|------------------|
| Test Procedure | 81 - Charge Depleting UDDS | Test Fuel Type | 62 - Electricity |
| Verify Test Lab ID | | Odometer Units | M |
| Test Start Odometer Reading | 5038 | 4WD Test Dyno | No |
| State of Charge Delta Indicator | Yes | | |
| Fuel Batch Mfr Code | | Fuel Batch ID | |
| Fuel Batch Calibration Number | | Diesel Adjustment Factor | Downward |
| | | Usage | |
| Retest Indicator | No | Retest Reason | N/A |
| Verify Test Number That Was Retested | | Manufacturer Confirmatory Test? | No |
| Original Manufacturer Verify-Test Number That Was Confirmed | | | |

Analytically-Derived FE / CREE

| | | | |
|---------------------------------|-----|------------------------------|-----|
| Analytically Derived? | No | ADFE Base Verify Test Number | |
| ADFE Total Road Load Horsepower | N/A | ADFE ETW | N/A |
| ADFE N/V Ratio | N/A | | |

PHEV/Charge Depleting Test Information

| | | | |
|---|------------------|--|--------|
| Recharge Event Voltage | 240 | Recharge Event Energy (kiloWatt-hours) | 13.819 |
| Charge Depleting Range (Calculated miles) | 56.48 | Charge Depleting Range (Actual miles) | 56.48 |
| Equivalent All Electric Range (miles) | 55.85 | Number of Charge Depleting Bags / Phases Conducted | 9 |
| Fuel Economy Value Units | miles per gallon | | |

Test Results

UDDS/Highway/US06 Bag/Phase Number 1

| Test Result Name | Unrounded Test | Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value |
|--|----------------|---|
| ACT-DISTANCE (Actual Distance Driven (miles)) | 7.439 | -- |
| AMP-HRS (Integrated Amp-hours) | 3.953 | -- |
| AS-VOLT (Average System Voltage) | 384.77 | |
| CO (Carbon Monoxide) | 0 | |
| CO2 (Carbon dioxide) | 0 | |
| CREE (Carbon-Related Exhaust Emissions) | 0 | |
| END-SOC (System End State of Charge (Amp hours)) | 3.953 | |
| FE BAG 1 (Bag 1 Fuel Economy) | 0 | 0 |
| FE BAG 2 (Bag 2 Fuel Economy) | 0 | 0 |

Please enter Reda (calculated range to the calculated transition point in 2 places) per SAE J1711 page 47-48

Please enter CARB value

cumulative

Please enter CO₂ CREE & MFR FE in Phase 1 for the entire charge depleting test sequence (up to the transition point where the vehicle becomes charge sustaining)

Please be sure to enter units of mpg.

Should be zero for series PHEVs, but not zero for parallel (blended) hybrids

see note on page 2

$$\text{MFR FE} = 33.705 (\text{kw-hr/gal}) \times \text{Charge Depleting Range (miles)}$$

Recharge Event Energy (kw-hr)

ASTM rounded to tenths
(units are MPGe)

See note on page 1 - please enter MFR FE in Phase 1 for the entire test sequence

Please include FE Bag 1 and FE Bag 2 for all phases, where:

- FE Bag 1 = the gasoline-only fuel economy for each phase
- FE Bag 2 = 0 (needed for a business rule)

| | | |
|---|-------|-------|
| HC-NM (Non-methane Hydrocarbon) | 0 | - |
| HC-TOTAL (Total Hydrocarbon) | 0 | - |
| METHANE (CH4 - Methane) | 0 | - |
| MFR FE (Manufacturer Fuel Economy) | 137.8 | 137.8 |
| NMOG (Non-methane organic gas (California)) | 0 | - |
| NOX (Nitrogen Oxide) | 0 | - |
| START-SOC (System Start State of Charge) | 0 | - |
| Amp Wait-hours | - | - |

UDDS/Highway/US06 Bag/Phase Number 2

| Test Result Name | Unrounded Test | Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value |
|---|----------------|---|
| ACT-DISTANCE (Actual Distance Driven (miles)) | 7.453 | - |
| AMP-HRS (Integrated Amp-hours) | 7.809 | - |
| AS-VOLT (Average System Voltage) | 378.24 | - |
| CO (Carbon Monoxide) | 0 | - |
| END-SOC (System End State of Charge) | 7.809 | - |
| Amp Wait-hours | - | - |
| FE BAG 1 (Bag 1 Fuel Economy) | 0 | 0 |
| FE BAG 2 (Bag 2 Fuel Economy) | 0 | 0 |
| HC-NM (Non-methane Hydrocarbon) | 0 | - |
| HC-TOTAL (Total Hydrocarbon) | 0 | - |
| METHANE (CH4 - Methane) | 0 | - |
| MFR FE (Manufacturer Fuel Economy) | 0 | 0 |
| NMOG (Non-methane organic gas (California)) | 0 | - |
| NOX (Nitrogen Oxide) | 0 | - |
| START-SOC (System Start State of Charge) | 3.953 | - |
| Amp Wait-hours | - | - |

UDDS/Highway/US06 Bag/Phase Number 3

| Test Result Name | Unrounded Test | Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value |
|---|----------------|---|
| ACT-DISTANCE (Actual Distance Driven (miles)) | 7.464 | - |
| AMP-HRS (Integrated Amp-hours) | 11.73 | - |
| AS-VOLT (Average System Voltage) | 372.04 | - |
| CO (Carbon Monoxide) | 0 | - |
| END-SOC (System End State of Charge) | 11.73 | - |
| Amp Wait-hours | - | - |
| FE BAG 1 (Bag 1 Fuel Economy) | 0 | 0 |
| FE BAG 2 (Bag 2 Fuel Economy) | 0 | 0 |
| HC-NM (Non-methane Hydrocarbon) | 0 | - |
| HC-TOTAL (Total Hydrocarbon) | 0 | - |
| METHANE (CH4 - Methane) | 0 | - |
| MFR FE (Manufacturer Fuel Economy) | 0 | 0 |
| NMOG (Non-methane organic gas (California)) | 0 | - |
| NOX (Nitrogen Oxide) | 0 | - |
| START-SOC (System Start State of Charge) | 7.809 | - |
| Amp Wait-hours | - | - |

UDDS/Highway/US06 Bag/Phase Number 4

| Test Result Name | Unrounded Test | Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value |
|---|----------------|---|
| ACT-DISTANCE (Actual Distance Driven (miles)) | 7.466 | - |
| AMP-HRS (Integrated Amp-hours) | 15.69 | - |
| AS-VOLT (Average System Voltage) | 365.29 | - |
| CO (Carbon Monoxide) | 0 | - |
| END-SOC (System End State of Charge) | 15.69 | - |
| Amp Wait-hours | - | - |
| FE BAG 1 (Bag 1 Fuel Economy) | 0 | 0 |
| FE BAG 2 (Bag 2 Fuel Economy) | 0 | 0 |
| HC-NM (Non-methane Hydrocarbon) | 0 | - |
| HC-TOTAL (Total Hydrocarbon) | 0 | - |
| METHANE (CH4 - Methane) | 0 | - |
| MFR FE (Manufacturer Fuel Economy) | 0 | 0 |
| NMOG (Non-methane organic gas (California)) | 0 | - |
| NOX (Nitrogen Oxide) | 0 | - |

Note: Verify doesn't perform this calculation. Verify currently defaults to mfr's value.

Should be zero for series PHEVs until the transition phase. For parallel (blended) PHEVs, please enter the emissions & FE Bag 1 data for each phase.

| | | |
|--|-------|----|
| START-SOC (System Start State of Charge) | 11.73 | -- |
| <i>Amp</i> <i>Watt</i> -hours) | | |

UDDS/Highway/US06 Bag/Phase Number 5

| Test Result Name | Unrounded Test | Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value |
|---|----------------|---|
| ACT-DISTANCE (Actual Distance Driven (miles)) | 7.461 | -- |
| AMP-HRS (Integrated Amp-hours) | 19.71 | -- |
| AS-VOLT (Average System Voltage) | 359.27 | -- |
| CO (Carbon Monoxide) | 0 | -- |
| END-SOC (System End State of Charge) | 19.71 | -- |
| <i>Amp</i> <i>Watt</i> -hours) | | |
| FE BAG 1 (Bag 1 Fuel Economy) | 0 | 0 |
| FE BAG 2 (Bag 2 Fuel Economy) | 0 | 0 |
| HC-NM (Non-methane Hydrocarbon) | 0 | -- |
| HC-TOTAL (Total Hydrocarbon) | 0 | -- |
| METHANE (CH4 - Methane) | 0 | -- |
| MFR FE (Manufacturer Fuel Economy) | 0 | 0 |
| NMOG (Non-methane organic gas (California)) | 0 | -- |
| NOX (Nitrogen Oxide) | 0 | -- |
| START-SOC (System Start State of Charge) | 15.69 | -- |
| <i>Amp</i> <i>Watt</i> -hours) | | |

UDDS/Highway/US06 Bag/Phase Number 6

| Test Result Name | Unrounded Test | Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value |
|---|----------------|---|
| ACT-DISTANCE (Actual Distance Driven (miles)) | 7.455 | -- |
| AMP-HRS (Integrated Amp-hours) | 23.8 | -- |
| AS-VOLT (Average System Voltage) | 353.28 | -- |
| CO (Carbon Monoxide) | 0 | -- |
| END-SOC (System End State of Charge) | 23.8 | -- |
| <i>Amp</i> <i>Watt</i> -hours) | | |
| FE BAG 1 (Bag 1 Fuel Economy) | 0 | 0 |
| FE BAG 2 (Bag 2 Fuel Economy) | 0 | 0 |
| HC-NM (Non-methane Hydrocarbon) | 0 | -- |
| HC-TOTAL (Total Hydrocarbon) | 0 | -- |
| METHANE (CH4 - Methane) | 0 | -- |
| MFR FE (Manufacturer Fuel Economy) | 0 | 0 |
| NMOG (Non-methane organic gas (California)) | 0 | -- |
| NOX (Nitrogen Oxide) | 0 | -- |
| START-SOC (System Start State of Charge) | 19.71 | -- |
| <i>Amp</i> <i>Watt</i> -hours) | | |

UDDS/Highway/US06 Bag/Phase Number 7

| Test Result Name | Unrounded Test | Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value |
|---|----------------|---|
| ACT-DISTANCE (Actual Distance Driven (miles)) | 7.452 | -- |
| AMP-HRS (Integrated Amp-hours) | 27.92 | -- |
| AS-VOLT (Average System Voltage) | 347.83 | -- |
| CO (Carbon Monoxide) | 0 | -- |
| END-SOC (System End State of Charge) | 27.92 | -- |
| <i>Amp</i> <i>Watt</i> -hours) | | |
| FE BAG 1 (Bag 1 Fuel Economy) | 0 | 0 |
| FE BAG 2 (Bag 2 Fuel Economy) | 0 | 0 |
| HC-NM (Non-methane Hydrocarbon) | 0 | -- |
| HC-TOTAL (Total Hydrocarbon) | 0 | -- |
| METHANE (CH4 - Methane) | 0 | -- |
| MFR FE (Manufacturer Fuel Economy) | 0 | 0 |
| NMOG (Non-methane organic gas (California)) | 0 | -- |
| NOX (Nitrogen Oxide) | 0 | -- |
| START-SOC (System Start State of Charge) | 23.8 | -- |
| <i>Amp</i> <i>Watt</i> -hours) | | |

UDDS/Highway/US06 Bag/Phase Number 8

| Test Result Name | Unrounded Test | Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value |
|------------------|----------------|---|
| | | |

Cumulative

| | | |
|--|--------|------|
| ACT-DISTANCE (Actual Distance Driven (miles)) | 7.458 | -- |
| AMP-HRS (Integrated Amp-hours) | 30.29 | -- |
| AS-VOLT (Average System Voltage) | 343.39 | -- |
| CO (Carbon Monoxide) | 0.644 | -- |
| END-SOC (System End State of Charge (Amp-hrs)) | 30.29 | -- |
| FE BAG 1 (Bag 1 Fuel Economy) | 96.4 | 96.4 |
| FE BAG 2 (Bag 2 Fuel Economy) | 0 | 0 |
| HC-NM (Non-methane Hydrocarbon) | 0.009 | -- |
| HC-TOTAL (Total Hydrocarbon) | 0.012 | -- |
| METHANE (CH4 - Methane) | 0.003 | -- |
| MFR FE (Manufacturer Fuel Economy) | 0 | 0 |
| NMOG (Non-methane organic gas (California)) | 0.0094 | -- |
| NOX (Nitrogen Oxide) | 0.013 | -- |
| START-SOC (System Start State of Charge (Amp-hrs)) | 27.92 | -- |

UDDS/Highway/US06 Bag/Phase Number 9

Cumulative

| Test Result Name | Unrounded Test | Verify-Calculated Fuel Economy Mile Per Gallon Equivalent Value |
|--|----------------|---|
| ACT-DISTANCE (Actual Distance Driven (miles)) | 7.454 | -- |
| AMP-HRS (Integrated Amp-hours) | 30.36 | -- |
| AS-VOLT (Average System Voltage) | 341.28 | -- |
| CO (Carbon Monoxide) | 1.001 | -- |
| END-SOC (System End State of Charge (Amp-hrs)) | 30.36 | -- |
| FE BAG 1 (Bag 1 Fuel Economy) | 51 | 51 |
| FE BAG 2 (Bag 2 Fuel Economy) | 0 | 0 |
| HC-NM (Non-methane Hydrocarbon) | 0.004 | -- |
| HC-TOTAL (Total Hydrocarbon) | 0.007 | -- |
| METHANE (CH4 - Methane) | 0.003 | -- |
| MFR FE (Manufacturer Fuel Economy) | 0 | 0 |
| NMOG (Non-methane organic gas (California)) | 0.0042 | -- |
| NOX (Nitrogen Oxide) | 0.016 | -- |
| START-SOC (System Start State of Charge (Amp-hrs)) | 30.2 | -- |

Verify-Calculated Fields

System Miles 5038

Fuel Economy

| | | | |
|-----------------------------------|----|---------------------------------|----|
| Unrounded Unadjusted Fuel Economy | -- | Rounded Unadjusted Fuel Economy | -- |
| Unrounded Adjusted Fuel Economy | -- | Rounded Adjusted Fuel Economy | -- |

CREE / OPT-CREE

| | | | |
|-------------------------------|----|-----------------------------|----|
| Unrounded Unadjusted CREE | -- | Rounded Unadjusted CREE | -- |
| Unrounded Adjusted CREE | -- | Rounded Adjusted CREE | -- |
| Unrounded Unadjusted OPT-CREE | -- | Rounded Unadjusted OPT-CREE | -- |
| Unrounded Adjusted OPT-CREE | -- | Rounded Adjusted OPT-CREE | -- |

Manufacturer Test Comments

150K CD EMIS TEST

[View Related Confirmatory Test Decision Information](#)

To: richard.thomas@vw.com[]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Tue 1/22/2013 5:21:39 PM
Subject: re: 2014 FE Guide - Errors in EPA's data base as of January 17, 2013 which held up posting on www.fueleconomy.gov
[VW Group 2014 FE Guide-all rel dates-no-sales-1-17-2013.xlsx](#)

Richard,

Our macro picked up a few errors in your 2014 labels. Attached are the data in Verify as of January 17, 2013 for 2014 model year FE labels. Labels with pea green fill in the first few columns contained errors and were not sent to DOE for posting on the web (provided the label release date was Jan 22, 2013 or earlier).

I'll run my next query of the 2014 FE Label data on Feb 1, 2013---for posting on the web a few days later.

Please make any needed corrections when you get a chance.

Thanks

To: richard.thomas@vw.com[]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Tue 1/29/2013 10:13:41 PM
Subject: re: 2013 FE Guide - Errors in Verify as of 1/27/2013 which need correcting before 2/1/2013 if possible
[VW_Group_2013_FEGuide_new_labels-all_rel_dates-no-sales-1-25-2013.xlsx](#)
[VW_Group_2014_FEGuide-all_rel_dates-no-sales-1-25-2013.xlsx](#)

Richard,

re: 2013 FE Guide - Errors in Verify as of 1/27/2013 which need correcting before 2/1/2013 if possible

Our macro picked up some errors in your 2013 Labels. If possible please correct them before 2/1/2013---so I can send the data to DOE for posting on the web (for the Feb 1st posting).

Sorry about the late notice. I'll also include the 2014 Labels FYI--they looked OK to me.

Thanks

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Thomas, Richard (EEO)"
Sent: Thur 1/31/2013 2:05:16 PM
Subject: RE: VW wants to use a common mfr code for VW Group
snyder.jim@epa.gov

Hi Jim;

Thanks for the note and voice mail. Can you track down Bob Peavyhouse sometime and ask if he will be able to handle the changes and what, if anything, we (the EEO) can do to assist. If you could explain that this scenario was approved by the upper management of the Volkswagen Group and now we need to make the modifications because the factory is beginning to create Group test groups names. They will use the new Group code "VGA" for 2015 model year. The brands under this new code would be; ADX, VWX, BEX, NLX and BGT for Audi, Volkswagen, Bentley, Lamborghini and Bugatti respectively.

Thanks,

Richard

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

From: Snyder.Jim@epamail.epa.gov [<mailto:Snyder.Jim@epamail.epa.gov>]
Sent: Wednesday, January 30, 2013 4:33 PM
To: Thomas, Richard (EEO)
Subject: VW wants to use a common mfr code for VW Group

Richard, I left you a voice mail but this is probably better. I reviewed Volkswagen Group's proposal to have a common Mfr code with separate manufacturer names on the VECI labels. I checked with our lawyer regarding the reg language and there's no issue with accepting this. We all think its okay so I don't think we need a meeting to discuss this.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Thomas, Richard (EEO)"
Sent: Fri 2/1/2013 11:05:24 AM
Subject: RE: VW wants to use a common mfr code for VW Group
snyder.jim@epa.gov
Richard.Thomas@vw.com
Richard.Thomas@VW.com
Snyder.Jim@epamail.epa.gov
mailto:Snyder.Jim@epamail.epa.gov
snyder.jim@epa.gov

Great, thanks.

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, January 31, 2013 4:43 PM
To: Thomas, Richard (EEO)
Subject: RE: VW wants to use a common mfr code for VW Group

I talked to Bob beforehand and supported it. I think he looks forward to this simplifying calculations. I'll ask him if there is anything else needed to be done.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 01/31/2013 09:06 AM
Subject: RE: VW wants to use a common mfr code for VW Group

Hi Jim;

Thanks for the note and voice mail. Can you track down Bob Peavyhouse sometime and ask if he will be able to handle the changes and what, if anything, we (the EEO) can do to assist. If you could explain that this scenario was approved by the upper management of the Volkswagen Group and now we need to make the modifications because the factory is beginning to create Group test groups names. They will use the new Group code "VGA" for 2015 model year. The brands under this new code would be; ADX, VWX, BEX, NLX and BGT for Audi, Volkswagen, Bentley, Lamborghini and Bugatti respectively.

Thanks,
Richard

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, January 30, 2013 4:33 PM
To: Thomas, Richard (EEO)
Subject: VW wants to use a common mfr code for VW Group

Richard, I left you a voice mail but this is probably better. I reviewed Volkswagen Group's proposal to have a common Mfr code with separate manufacturer names on the VECI labels. I checked with our lawyer regarding the reg language and there's no issue with accepting this. We all think its okay so I don't think we need a meeting to discuss this.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Kata, Leonard (EEO)" [Leonard.Kata@vw.com]
Cc: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Roberts French/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Fri 2/8/2013 5:06:44 PM
Subject: Re: VW/EPA Certification Meeting October 29, 2012
[00 Agenda EPA Cert-Test.pptx](#)
[01 Start Stop Survey.pptx](#)
[02 FFV.pptx](#)
[03 AWC.pptx](#)
[04 BEV EPA.pptx](#)
[05 BEVx 2012 EPA.ppt](#)
[06 SAE 1634 EPA.pptx](#)
[07 PHEV.pptx](#)
[08 Energy assist EPA.pptx](#)
[VW EPA Cert Meeting Oct 29,2012.pdf](#)
[2014 generic EV Label calculations-1-18-13.xlsm](#)

Len,

Thanks for checking with us (and the reminder). Here are my comments:

1. Item 2 (FFV usage factor) - My notes from that meeting indicate that EPA had quite a few concerns about Item 2---the proposed method of performing a survey of your 2016 and later model year FFVs to determine the in-use ethanol (E85) usage factor, ref. 40 CFR 600.510-12(k). We were concerned about the counting method for your algorithm. It seemed to count any fuel which the ethanol sensor determines is above E20 as if the vehicle were refueled for that refueling event or tankful or those miles(??) as if the vehicle were refueled with E85 (in the spring, summer & fall) or E70-85 (in the winter).

Your minutes seem OK. Your minutes read as follows: "EPA reaction to the VW proposal: 1. May need a more sophisticated algorithm (to account for residual fuel). 2. Need a nationwide rather than regional calculation. VW will present an updated proposal for determination of the usage factor for the next meeting. EPA wants to see more refinement regarding the ethanol content/sensor (Slide 4)."

Please include Rob French and me (for GHG purposes) when you present your updated proposal. Note that EPA intends to provide in the next month or so the 2016 ethanol (E85) usage factor discussed in 40 CFR 600.510-12(k)(1). I think it will be via a Federal Register notice.

2. Item 3 (2017 Audi Q7 PHEV with optional wireless charging system) - I'd like to send a description of this system to NHTSA as soon as possible for their advice on how to classify the vehicle (car or truck) for CAFE purposes. Hopefully EPA and NHTSA will agree on how to classify the vehicle for CAFE and GHG purposes.

Please send us a detailed description of how the ride height of the vehicle is controlled, e.g. how the customer can control ride height, how the vehicle computer controls ride height (including parameters sensed and parameters controlled). In addition, please describe how the optional wireless charging system influences the ride height & ride height controls. For example, please provide a description of the system similar to what will eventually go in the owners manual (plus any other instructions you intend to provide to the customer).

Also, please send us the five measurements for all the various possible ride height positions---including various driver-controlled ride height positions and and ride height positions which are automatically

controlled (similar to your first slide and similar to the information you provided for your 2001 Audi A6 Quattro). Please provide the ride height for vehicles with and without the optional wireless charging system. [Measurements include approach angle, breakover angle, departure angle, running clearance (in inches and cm), axle clearance(in inches and cm).]

3. Item 9 Audi Energy Assist and GHG Off-Cycle Credits - We had quite a few questions about this system, and couldn't see how to objectively determine the credits. So far, we haven't discussed this item within our GHG team members. To get the issue moving, I'd recommend that you send us a letter outlining the details of how the system works, how you would propose to quantify any potential credits, where in the 2017 GHG rule this system is discussed (if it is), plus any other relevant information.

4, BEV PHEV calculators - I emailed you the attached BEV calculator a couple weeks ago (the attached spreadsheet is renamed it to 2014). Was this what you were looking for? For the PHEV calculator, I have one for a non-blended PHEV. Do you want a calculator for a non-blended or blended PHEV?

I'll defer to Jim and Chris on the other items in your minutes, plus any additional comments they may have on these two items.

Dave

From: "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, David Good/AA/USEPA/US@EPA, Chris Nevers/AA/USEPA/US@EPA
Date: 02/06/2013 12:00 AM
Subject: VW/EPA Certification Meeting October 29, 2012

Hello Jim, Dave, and Chris:

I know that some time has passed since we met in October 2012, but I would appreciate it if you would take a look at the meeting report and provide any comments or feedback. Other EPA staff participated as well and may wish to contribute their comments.

I have attached all of the slides from our meeting, for ready reference. The report is the last attachment. Please let me know if this should go into VERIFY.

Since the report indicates some follow-up on the part of VW and EPA, we would appreciate an opportunity to have a telephone conference/webinar to discuss the open points.

Best regards,

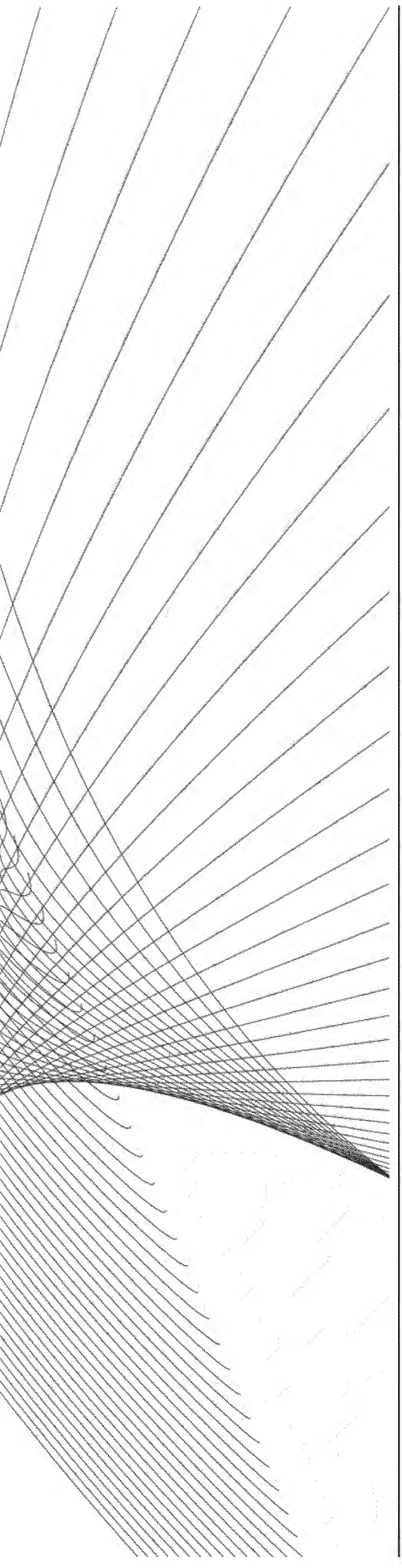
Len

Leonard W. Kata
Senior Manager
Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.

Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

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Volkswagen Group of America

EPA Meeting

October 29th , 2012

Agenda EPA – VWGoA Meeting

EX. 4 - CBI

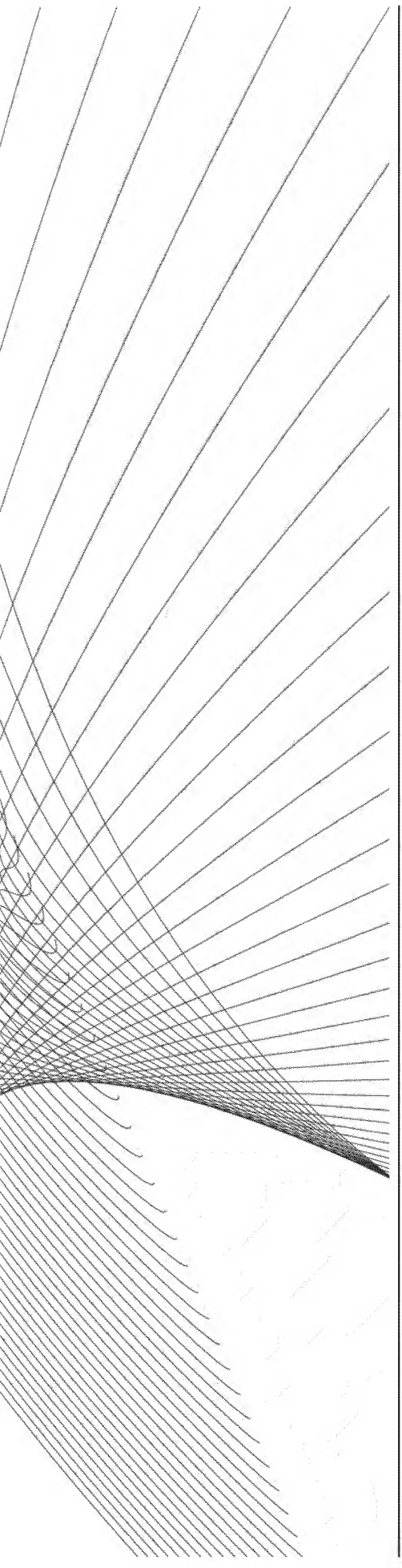
Agenda EPA – VWGoA Meeting

EX. 4 - CBI

Agenda EPA – VWGoA Meeting

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EPA Meeting

October 29th , 2012

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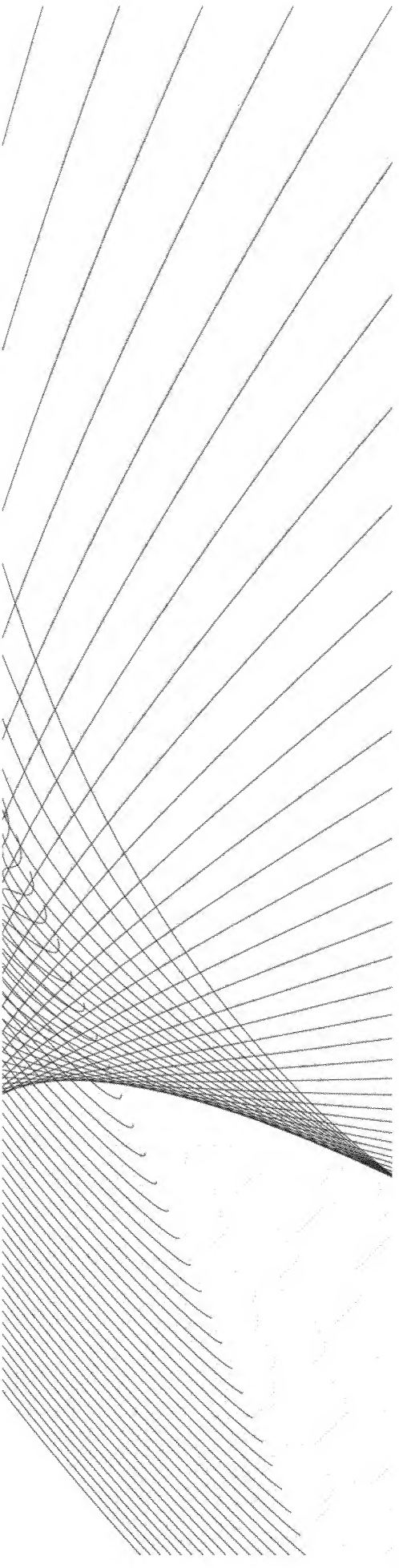
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EPA Meeting

Flex FuelVehicle – usage factors

October 29th, 2012

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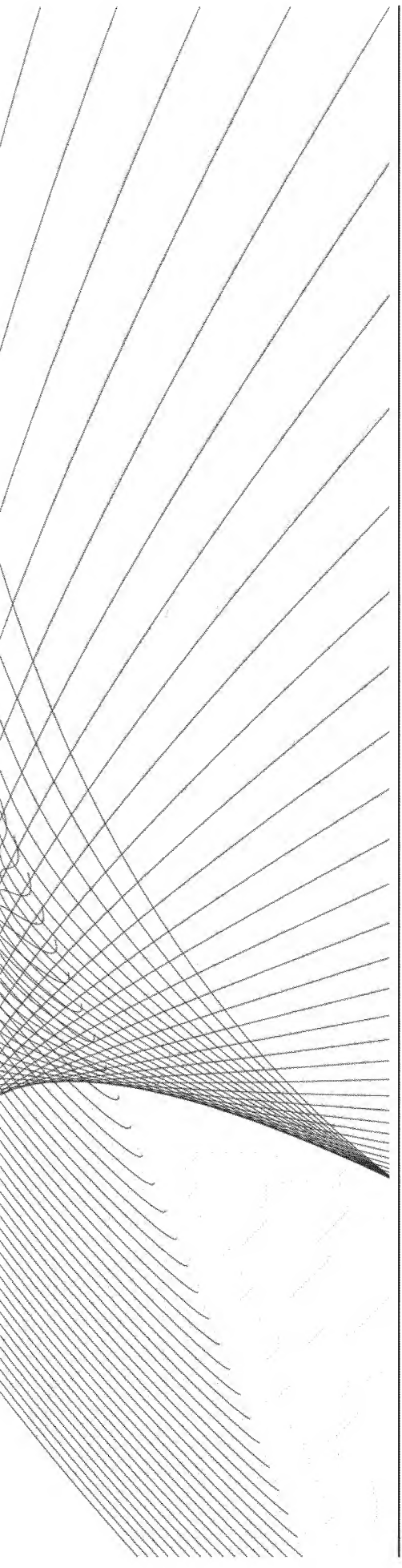
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EPA Meeting

October 29th , 2012

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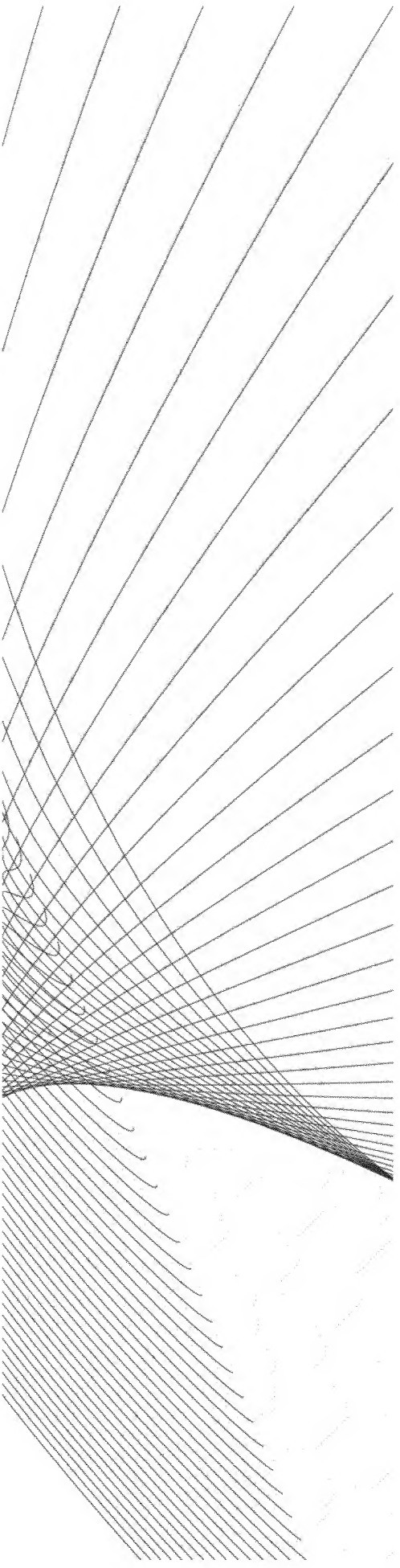
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Test procedure BEV

October 29th, 2012

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Ex. 4 - CBI

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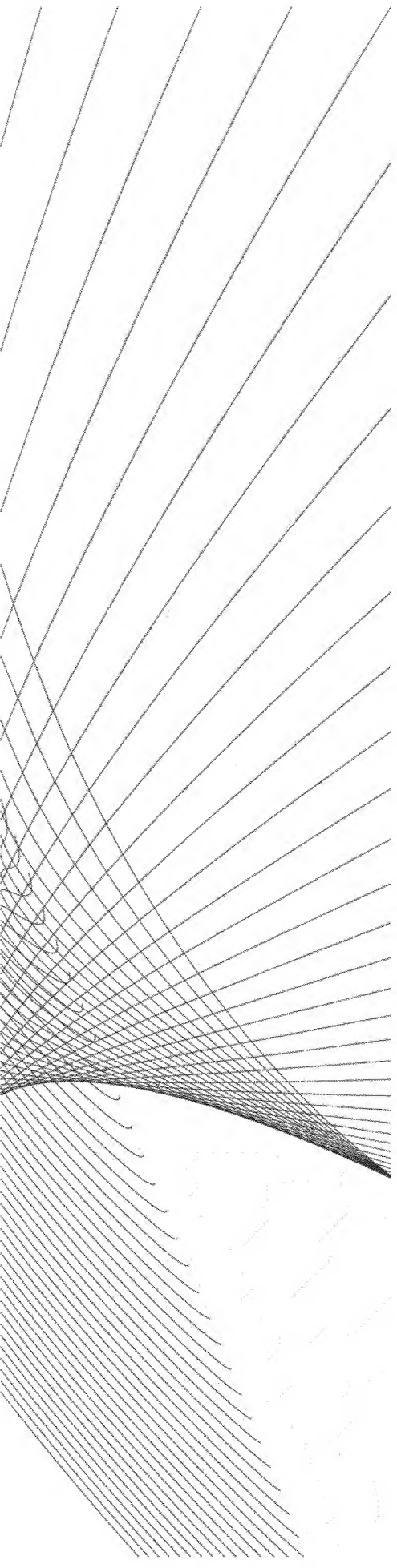
Test evaluation BEV

Fuel Economy Label



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EPA Meeting – 29th, October 2012

BEVx and GHG CO2, Label and ZEV Credits

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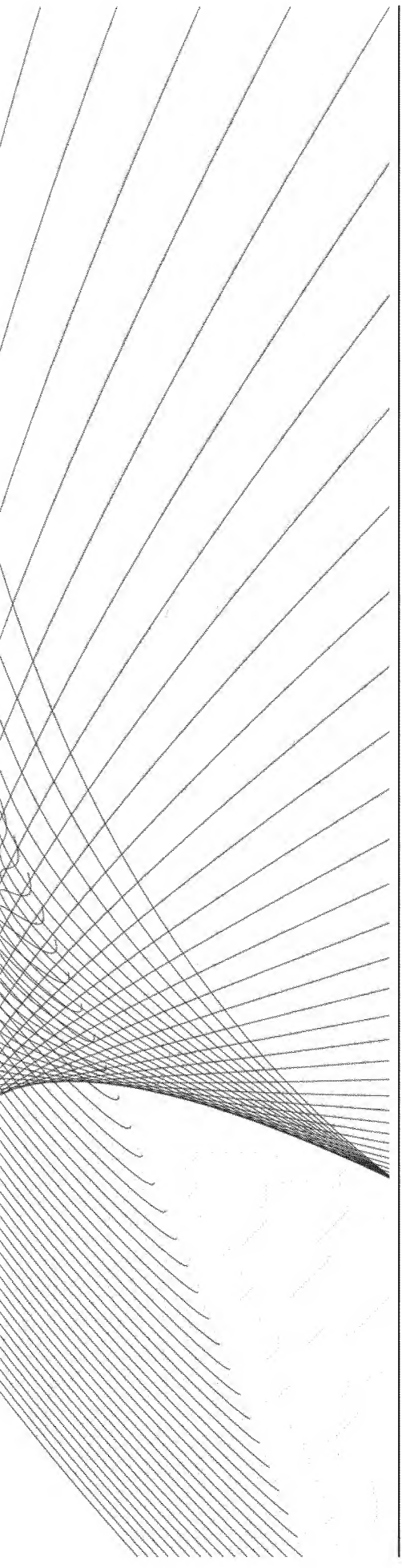
Ex. 4 - CBI

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Ex. 4 - CBI

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**EPA Meeting draft agenda
October 29th , 2012**

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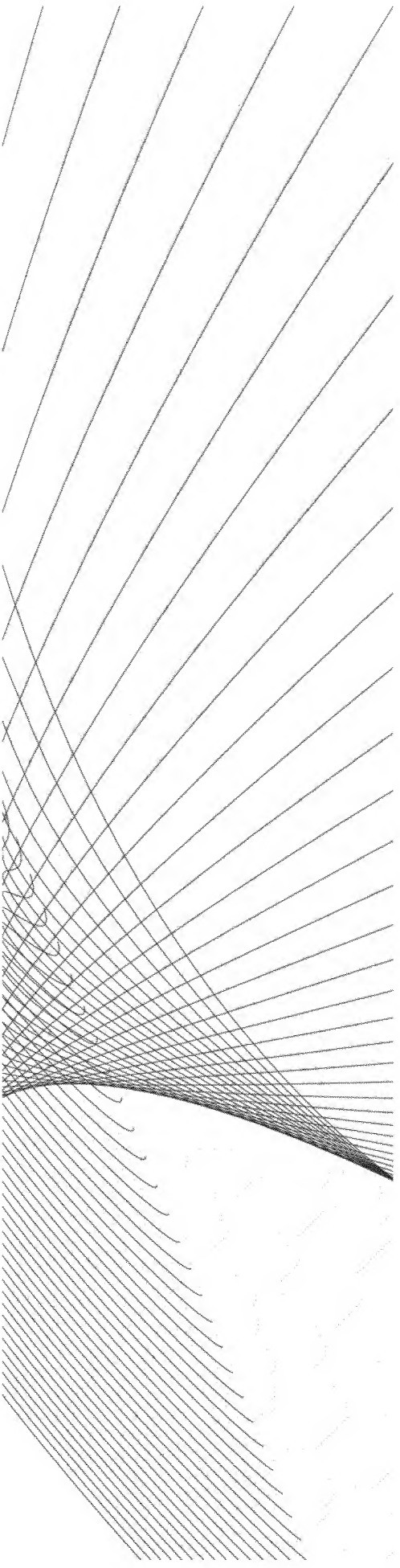
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EPA Meeting

Test procedure PHEV

October 29th. 2012

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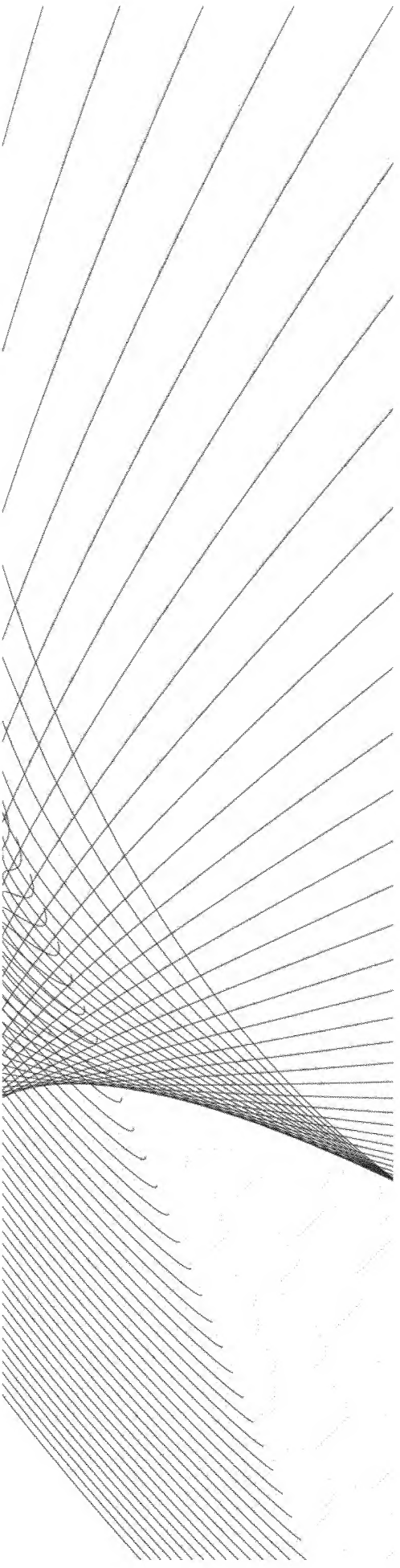
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October 2012; VWG6A



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EPA Meeting

AUDI energy assist

October 29th , 2012

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Ex. 4 - CBI

**Report – Emission Certification Meeting
U.S. Environmental Protection Agency
Ann Arbor, Michigan
October 29, 2012**

| | | | | |
|--|-------|--|--|--------|
| Report – Emission Certification Meeting U.S. Environmental Protection Agency Ann Arbor, Michigan October 29, 2012 | | | | |
| VW Group Participants: Lothar Rech Hannah Schlueter Domenic Rist Leonard Kata Nick Tamborra Jenny Sigelko Juergen Peter (telephone) | | EPA Participants: Dave Good Jim Snyder Chris Nevers Rob French Will Ott David Wright | | Action |
| Agenda Item | Topic | Discussion / Open Topics | | |
| <div>Ex. 4 - CBI</div> <div>to be re</div> <div>VW action</div> | | | | |

Ex. 4 - CBI

| EPA confirmation requested | EPA clarification requested | VW action |
|---|-----------------------------------|-----------|
| <div data-bbox="219 905 1291 1077"> <h1>Ex. 4 - CBI</h1> </div> | | |
| | | |

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|---|---------------------------------------|
| <div>EPA action</div> <div>VW action</div> <div>VW action</div> | <div>EPA confirmation requested</div> |
| <div>Ex. 4 - CBI</div> | |
| <div>2</div> | <div>3</div> |

| EPA approved | VW action EPA clarification requested for acronym. | EPA action |
|---|--|------------|
| <div data-bbox="228 903 1256 1068" data-label="Section-Header"> <h1>Ex. 4 - CBI</h1> </div> | | |
| | | |
| | 4 | 5 |

| | | | |
|------------------------|--------------|---|------------------------|
| | EPA approved | | EPA feedback requested |
| | | s | |
| <div>Ex. 4 - CBI</div> | | | |
| 6 | 7 | 8 | 9 |

To: richard.thomas@vw.com[]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Fri 2/8/2013 10:00:15 PM
Subject: re: 2013 FE Guide - Errors in EPA's data base as of February 5, 2013 which held up posting on www.fueleconomy.gov
[VW Group 2013 FE Guide-new labels since 1-3-2013-all rel dates-no-sales-2-5-2013.xlsx](#)

Richard,

re: 2013 FE Guide - Errors in EPA's data base as of February 5, 2013 which held up posting on www.fueleconomy.gov

Attached are the data in Verify as of February 5, 2013 (for new model year 2013 FE labels since January 3, 2012, only). Labels with pea green fill in the first few columns were not sent to DOE on February 5, 2013 for posting on the web. Error messages are in the first column with the column where the error occurred highlighted in yellow fill, as usual.

The next normal posting of 2013 FE Label data will be on March 1, 2013 or so (on a monthly schedule where I run the query on the 1st of the month). If you need an important 2013 FE Label posted on the web before that time, please send me an email message and I'll be glad to have it posted earlier.

Please make any needed corrections when you get a chance.

Thanks

To: Verify@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William (EEO)"
Sent: Mon 2/11/2013 8:09:15 PM
Subject: VW Group - New Approved User
[Tobias Glas-esa.pdf](#)
[user-info-20130211.xls](#)

Hello,

Please see the attached forms to add a new approved user, Tobias Glas, to the Verify system and manufacturer codes VWX, ADX and BEX. We have also include a complete User information spreadsheet for the entire Volkswagen Group. Please notify me when this new user is set up and able to access the system.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.

Engineering and Environmental Office

Auburn Hills, MI

(248) 754-4219

william.rodgers@vw.com

VOLKSWAGEN

GROUP OF AMERICA

Verify Team
OAR/OTAQ/CISD
U. S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, MI 48105

Leonard W. Kata Name
Manager Title
EEO Department
248-754-4204 Phone
248-754-4207 Fax
leonard.kata@vw.com E-Mail

February 11, 2013 Date

Subject: CROMERR Documents

Dear Verify Team,

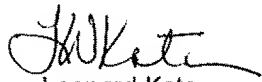
The enclosed documents are the completed CROMERR signature forms for the Verify System for the entire Volkswagen Group of America including Audi, Bentley, Bugatti, Lamborghini and Volkswagen.

Tobias Glas is a new addition to our list of approved users for Audi, Bentley and Volkswagen.

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMILIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

If you have any questions with regard to this information please contact our office in Auburn Hills at (248) 754-4219 or (248) 754-4204.

Sincerely,



Leonard Kata
Volkswagen Group of America, Inc.

Enclosures

Electronic Signature Agreement (ESA)

To be signed and submitted by a
Verify Submitter

1. I agree to protect the electronic signature credential, consisting of my Central Data Exchange (CDX) user identification and password, from use by anyone except me. Specifically, I agree to maintain the secrecy of the password; I will not divulge or delegate my user name and password to any other individual; I will not store my password in an unprotected location; and I will not allow my password to be written into computer scripts to achieve automated login.
2. I agree that if I have any reason to believe that the security of my User ID or Password has been compromised I will inform U.S. EPA by calling the CDX Help Desk at 1-888-890-1995 as soon as possible, but no later than 24 hours after I learn of the problem.
3. I agree to maintain an electronic mail account; if any e-mail sent to me by U.S. EPA is returned as undeliverable, I will explain this occurrence when requested by U.S. EPA. I understand that I will be informed through this e-mail address whenever my user identification or password has been modified.
4. I understand that CDX reports the last date my user identification and password were used immediately after successfully logging into CDX.
5. I understand that whenever I electronically sign and submit an electronic document to the CDX, I will receive an e-mail message at my registered e-mail address as an "out-of-band" receipt. This e-mail message will inform me that a submission has been made to CDX from my user account and will contain instructions to view information regarding the submission in my CDX Inbox.
6. I understand that I will receive an e-mail message in my CDX inbox with a link to my encrypted, electronically signed copy of my submission as an "in-band" receipt.
7. I agree to review the acknowledgements and copies of documents that I electronically sign and submit to the US EPA's CDX.
8. I agree that if I receive an in-band or out-of-band receipt for a submission that I do not believe that I submitted, I will notify the CDX Help Desk as soon as possible, but no later than 24 hours, after receipt.
9. I agree to contact the CDX Help Desk if I do not receive a receipt either by in-band or out-of-band message within 5 business days for any electronically signed submission using my credentials.
10. I agree to report, within 24 hours of discovery, any evidence of a discrepancy between an electronic document I have signed and submitted and what the CDX has received from me by contacting the CDX Help Desk.
11. I agree to notify U.S. EPA if I cease to represent the regulated entity specified below, by sending an e-mail message to verify@epa.gov with "Verify Account Termination" in the subject line.
12. I agree that I will be held legally bound, obligated, and responsible for any submittal made through my user account using the Verify System, as though I were making such a submittal in hardcopy form with my handwritten signature as certification.
13. I agree to retain a copy of this signed agreement as long as I continue to represent the regulated entity specified above as signatory of the company's electronic submissions.

Signature: _____

Ex. 6

Printed Name: Tobias Glas

Title: EEO - In Use Emissions Compliance Specialist

Company: Volkswagen Group of America, Inc.

Address: 3800 Hamlin Road

City, State, Zip: Auburn Hills, MI, 48326

E-mail Address: tobias.glas@vw.com

Telephone Number: 248-754-4211 Date: Feb. 11, 2013

CDX User ID: _____

Ex. 6

Electronic Signature Agreement (ESA)

To be signed and submitted by a
Verify Submitter

1. I agree to protect the electronic signature credential, consisting of my Central Data Exchange (CDX) user identification and password, from use by anyone except me. Specifically, I agree to maintain the secrecy of the password; I will not divulge or delegate my user name and password to any other individual; I will not store my password in an unprotected location; and I will not allow my password to be written into computer scripts to achieve automated login.
2. I agree that if I have any reason to believe that the security of my User ID or Password has been compromised I will inform U.S. EPA by calling the CDX Help Desk at 1-888-890-1995 as soon as possible, but no later than 24 hours after I learn of the problem.
3. I agree to maintain an electronic mail account; if any e-mail sent to me by U.S. EPA is returned as undeliverable, I will explain this occurrence when requested by U.S. EPA. I understand that I will be informed through this e-mail address whenever my user identification or password has been modified.
4. I understand that CDX reports the last date my user identification and password were used immediately after successfully logging into CDX.
5. I understand that whenever I electronically sign and submit an electronic document to the CDX, I will receive an e-mail message at my registered e-mail address as an "out-of-band" receipt. This e-mail message will inform me that a submission has been made to CDX from my user account and will contain instructions to view information regarding the submission in my CDX Inbox.
6. I understand that I will receive an e-mail message in my CDX inbox with a link to my encrypted, electronically signed copy of my submission as an "in-band" receipt.
7. I agree to review the acknowledgements and copies of documents that I electronically sign and submit to the US EPA's CDX.
8. I agree that if I receive an in-band or out-of-band receipt for a submission that I do not believe that I submitted, I will notify the CDX Help Desk as soon as possible, but no later than 24 hours, after receipt.
9. I agree to contact the CDX Help Desk if I do not receive a receipt either by in-band or out-of-band message within 5 business days for any electronically signed submission using my credentials.
10. I agree to report, within 24 hours of discovery, any evidence of a discrepancy between an electronic document I have signed and submitted and what the CDX has received from me by contacting the CDX Help Desk.
11. I agree to notify U.S. EPA if I cease to represent the regulated entity specified below, by sending an e-mail message to verify@epa.gov with "Verify Account Termination" in the subject line.
12. I agree that I will be held legally bound, obligated, and responsible for any submittal made through my user account using the Verify System, as though I were making such a submittal in hardcopy form with my handwritten signature as certification.
13. I agree to retain a copy of this signed agreement as long as I continue to represent the regulated entity specified above as signatory of the company's electronic submissions.

Ex. 6

Signature: _____

Printed Name: Tobias Glas

Title: EEO - In Use Emissions Compliance Specialist

Company: Volkswagen Group of America, Inc.

Address: 3800 Hamlin Road

City, State, Zip: Auburn Hills, MI, 48326

E-mail Address: tobias.glas@vw.com

Telephone Number: 248-754-4211 Date: Feb. 11, 2013

CDX User ID: _____

Ex. 6

Electronic Signature Agreement (ESA)

To be signed and submitted by a
Verify Submitter

1. I agree to protect the electronic signature credential, consisting of my Central Data Exchange (CDX) user identification and password, from use by anyone except me. Specifically, I agree to maintain the secrecy of the password; I will not divulge or delegate my user name and password to any other individual; I will not store my password in an unprotected location; and I will not allow my password to be written into computer scripts to achieve automated login.
2. I agree that if I have any reason to believe that the security of my User ID or Password has been compromised I will inform U.S. EPA by calling the CDX Help Desk at 1-888-890-1995 as soon as possible, but no later than 24 hours after I learn of the problem.
3. I agree to maintain an electronic mail account; if any e-mail sent to me by U.S. EPA is returned as undeliverable, I will explain this occurrence when requested by U.S. EPA. I understand that I will be informed through this e-mail address whenever my user identification or password has been modified.
4. I understand that CDX reports the last date my user identification and password were used immediately after successfully logging into CDX.
5. I understand that whenever I electronically sign and submit an electronic document to the CDX, I will receive an e-mail message at my registered e-mail address as an "out-of-band" receipt. This e-mail message will inform me that a submission has been made to CDX from my user account and will contain instructions to view information regarding the submission in my CDX Inbox.
6. I understand that I will receive an e-mail message in my CDX inbox with a link to my encrypted, electronically signed copy of my submission as an "in-band" receipt.
7. I agree to review the acknowledgements and copies of documents that I electronically sign and submit to the US EPA's CDX.
8. I agree that if I receive an in-band or out-of-band receipt for a submission that I do not believe that I submitted, I will notify the CDX Help Desk as soon as possible, but no later than 24 hours, after receipt.
9. I agree to contact the CDX Help Desk if I do not receive a receipt either by in-band or out-of-band message within 5 business days for any electronically signed submission using my credentials.
10. I agree to report, within 24 hours of discovery, any evidence of a discrepancy between an electronic document I have signed and submitted and what the CDX has received from me by contacting the CDX Help Desk.
11. I agree to notify U.S. EPA if I cease to represent the regulated entity specified below, by sending an e-mail message to verify@epa.gov with "Verify Account Termination" in the subject line.
12. I agree that I will be held legally bound, obligated, and responsible for any submittal made through my user account using the Verify System, as though I were making such a submittal in hardcopy form with my handwritten signature as certification.
13. I agree to retain a copy of this signed agreement as long as I continue to represent the regulated entity specified above as signatory of the company's electronic submissions.

Ex. 6

Signature: _____

Printed Name: Tobias Glas

Title: EEO - In Use Emissions Compliance Specialist

Company: Volkswagen Group of America, Inc.

Address: 3800 Hamlin Road

City, State, Zip: Auburn Hills, MI, 48326

E-mail Address: tobias.glas@vw.com

Telephone Number: 248-754-4211 Date: Feb. 11, 2013

CDX User ID: **Ex. 6** _____

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;Verify@EPA[]; erify@EPA[]
From: CN=Pete Petersen/OU=AA/O=USEPA/C=US
Sent: Tue 2/12/2013 1:40:23 PM
Subject: Re: VW Group - New Approved User
[Tobias Glas-esa.pdf](#)
[user-info-20130211.xls](#)

I assume you have mailed these forms to the Verify Team address? I am not allowed to accept electronic copies.

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Verify@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 02/11/2013 03:09 PM
Subject: VW Group - New Approved User

Hello,
Please see the attached forms to add a new approved user, Tobias Glas, to the Verify system and manufacturer codes VWX, ADX and BEX. We have also include a complete User information spreadsheet for the entire Volkswagen Group. Please notify me when this new user is set up and able to access the system.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.
Engineering and Environmental Office
Auburn Hills, MI
(248) 754-4219
william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael (EEO)" [michael.giles@vw.com]; Kata, Leonard (EEO)" [Leonard.Kata@vw.com]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Glas, Tobias" [Tobias.Glas@vw.com]
From: "Rodgers, William (EEO)"
Sent: Tue 2/12/2013 6:06:41 PM
Subject: VW Group Tests and Decision Information

Hello Jim,

As a heads up to what's coming your way, the following support an upcoming running change which adds a 208hp next-generation 2.0l TFSI engine (up from 200hp) to the existing Bin 3 test group DVWXV02.03PA.

- Today I submitted two sets of Tests and Decision Information for Beetle Convertible and Beetle Coupe models as FEDV's in the test group.
- Tomorrow I hope to submit the same for Jetta GLI, also as an FEDV for the test group.

Later in the week, I expect to establish a new Federal-only Bin 5 test group and submit tests for the same basic engine and models. The Beetle Convertible automatic will be the EDV for this new test group.

Regards,

Bill Rodgers

VWGoA EEO

(248) 754-4219

To: "Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Tue 2/12/2013 8:12:35 PM
Subject: RE: 2013 FE Guide - Errors in EPA's data base as of February 5, 2013 which held up posting on www.fueleconomy.gov

Richard,

The Adventador Roadster (Index 93) was sent to DOE for posting on the web. (It was error free with a release date of 1/14/2013.) Should it have been?

Dave

From: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
To: David Good/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 02/12/2013 08:18 AM
Subject: RE: 2013 FE Guide - Errors in EPA's data base as of February 5, 2013 which held up posting on www.fueleconomy.gov

Hi Dave;

I took care of the error for the 2013 Beetle Convertible TDI index 135, a couple days ago.

There was one other 2013 Lamborghini Aventador Roadster on the spreadsheet you sent, but there was no green shading in the first column and it had a release date of January 14, 2013. Was that sent to DOE? Was there a problem with Lamborghini index 93?

Thanks,
Richard

From: Good.David@epamail.epa.gov [mailto:Good.David@epamail.epa.gov]
Sent: Friday, February 08, 2013 5:00 PM
To: Thomas, Richard (EEO)
Cc: Snyder.Jim@epamail.epa.gov
Subject: re: 2013 FE Guide - Errors in EPA's data base as of February 5, 2013 which held up posting on www.fueleconomy.gov

Richard,

re: 2013 FE Guide - Errors in EPA's data base as of February 5, 2013 which held up posting on www.fueleconomy.gov

Attached are the data in Verify as of February 5, 2013 (for new model year 2013 FE labels since January 3, 2012, only). Labels with pea green fill in the first few columns were not sent to DOE on February 5, 2013

for posting on the web. Error messages are in the first column with the column where the error occurred highlighted in yellow fill, as usual.

The next normal posting of 2013 FE Label data will be on March 1, 2013 or so (on a monthly schedule where I run the query on the 1st of the month). If you need an important 2013 FE Label posted on the web before that time, please send me an email message and I'll be glad to have it posted earlier.

Please make any needed corrections when you get a chance.

Thanks

(See attached file: VW_Group_2013 FEGuide-new labels since 1-3-2013-all rel dates-no-sales-2-5-2013.xlsx)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William (EEO)"
Sent: Wed 2/13/2013 2:08:42 PM
Subject: Revised 2014 Cert Preview Attachment
MY 2014 TEST GROUPS ATTACHMENT A EEO 02062013 REVISION.xlsx

Hi Jim,

Attached is the updated chart we discussed for 2014MY.

Bill Rodgers

VWGoA EEO

(248) 754-4219

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Glas, Tobias" [Tobias.Glas@vw.com]
From: "Rodgers, William (EEO)"
Sent: Thur 2/14/2013 1:38:25 PM
Subject: FW: VW Group - New Approved User
Tobias.Glas@vw.com
Petersen.Pete@epamail.epa.gov
mailto:Petersen.Pete@epamail.epa.gov
Verify@epa.gov
Snyder.Jim@epamail.epa.gov
Verify@epa.gov
William.Rodgers@vw.com
william.rodgers@vw.com
[image001.gif](#)

Jim,

Perhaps we need to submit a new form for VW? or can you adjust the user name we requested so it works with the system.

Requested user name: glastvw

Proposed change: glastvolkswagen

Regards,

Bill Rodgers

VWGoA EEO

(248) 754-4219

From: Glas, Tobias
Sent: Thursday, February 14, 2013 7:49 AM
To: Rodgers, William (EEO); Petersen.Pete@epamail.epa.gov
Subject: RE: VW Group - New Approved User

Hello !

I tried to activate my Verify VW user yesterday and couldn't process it because my username only has 7 digits.

Please advise how to solve that issue.

Thank you very much !

Tobias Glas

In-Use Emission Compliance Specialist

Engineering & Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 494-1537

Fax: (248) 754-4207

E-Mail: Tobias.Glas@vw.com

From: Rodgers, William (EEO)

Sent: Thursday, February 14, 2013 7:31 AM

To: Glas, Tobias

Subject: FW: VW Group - New Approved User

From: Petersen.Pete@epamail.epa.gov [mailto:Petersen.Pete@epamail.epa.gov] On Behalf Of Verify@epa.gov

Sent: Tuesday, February 12, 2013 8:40 AM
To: Rodgers, William (EEO)
Cc: Snyder.Jim@epamail.epa.gov; Verify@epa.gov
Subject: Re: VW Group - New Approved User

I assume you have mailed these forms to the Verify Team address? I am not allowed to accept electronic copies.

"Rodgers, William (EEO)" ---02/11/2013 03:09:31 PM---Hello, Please see the attached forms to add a new approved user, Tobias Glas, to the Verify system a

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Verify@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 02/11/2013 03:09 PM
Subject: VW Group - New Approved User

Hello,
Please see the attached forms to add a new approved user, Tobias Glas, to the Verify system and manufacturer codes VWX, ADX and BEX. We have also include a complete User information spreadsheet for the entire Volkswagen Group. Please notify me when this new user is set up and able to access the system.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.
Engineering and Environmental Office
Auburn Hills, MI
(248) 754-4219
william.rodgers@vw.com
(See attached file: Tobias Glas-esa.pdf)(See attached file: user-info-20130211.xls)

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: Jim Snyder/AA/USEPA/US@EPA;"Giles, Michael (EEO)" [michael.giles@vw.com];
Giles, Michael (EEO)" [michael.giles@vw.com]
From: Ex. 6
Sent: Thur 2/14/2013 4:15:22 PM
Subject: Re: Duplicate Inbox test waiver announcements (HLP-3629)

Hello Mr. Rodgers,

Verify Help Desk Ticket HLP-3629 was opened for your inquiry.

I've unscheduled the next scheduled notification task for this transaction id. Please let me know if you receive any additional duplicate notifications.

Ex. 6

Verify Help Desk
Staffed by Computer Sciences Corporation,
Contractor to the Environmental Protection Agency

This is a PRIVATE message. If you are not the intended recipient, please delete without copying and kindly advise us by e-mail of the mistake in delivery. NOTE: Regardless of content, this e-mail shall not operate to bind CSC to any order or other contract unless pursuant to explicit written agreement or government initiative expressly permitting the use of e-mail for such purpose.

"Rodgers, William
(EEO)"
<William.Rodgers@vw.com> To
Verify Help Desk@CSC
cc
02/14/2013 08:58 ""Jim
AM Snyder' (Snyder.Jim@epamail.epa.gov
)"" <Snyder.Jim@epamail.epa.gov>,
"Giles, Michael (EEO)"
<michael.giles@vw.com>
Subject
Duplicate Inbox test waiver
announcements

Hello **Ex. 6**

We are getting duplicate inbox entries for test waivers again.

The status of your submission is shown below:

Submission

Document Name: LightDutyDecisionInformationSubmission.xml

Transaction Id: _b6be3185-4610-4bb2-b6dc-92dd72ca8801

Date Originally Submitted: 02/12/2013

Status History

| Date | Status | Description |
|-------------------------|----------|--|
| Tue 02/12/2013 12:45 PM | Complete | Your recent Decision Information submission has been received by the EPA and you will be notified if any additional actions on your part are required. A Submission Processing Report and any requested dataset reports can be found on the status history page. The status history page can be reached by clicking on the link near the bottom of this Inbox message. |

The following is a summary of the processing report:

Total Datasets Submitted: 1

Accepted Datasets: 1

Rejected Datasets: 0

| | | |
|------------------------|----------|---|
| Wed 02/13/2013 3:05 PM | Complete | Confirmatory Test for the following Vehicle has been Waived: Manufacturer: VWX Vehicle ID: VW324 30111 Vehicle Configuration: 0 |
|------------------------|----------|---|

| | | |
|------------------------|----------|---|
| Wed 02/13/2013 4:05 PM | Complete | Confirmatory Test for the following Vehicle has been Waived: Manufacturer: VWX Vehicle ID: VW324 30111 Vehicle Configuration: 0 |
|------------------------|----------|---|

| | | |
|------------------------|----------|---|
| Wed 02/13/2013 5:05 PM | Complete | Confirmatory Test for the following Vehicle has been Waived: Manufacturer: VWX Vehicle ID: VW324 30111 Vehicle Configuration: 0 |
|------------------------|----------|---|

| | | |
|------------------------|----------|---|
| Wed 02/13/2013 6:05 PM | Complete | Confirmatory Test for the following Vehicle has been Waived: Manufacturer: VWX Vehicle ID: VW324 30111 Vehicle Configuration: 0 |
|------------------------|----------|---|

| | | |
|------------------------|----------|---|
| Wed 02/13/2013 7:05 PM | Complete | Confirmatory Test for the following Vehicle has been Waived: Manufacturer: VWX Vehicle ID: VW324 30111 Vehicle Configuration: 0 |
|------------------------|----------|---|

| | | |
|----------------|----------|--|
| Wed 02/13/2013 | Complete | Confirmatory Test for the following Vehicle has been Waived: Manufacturer: |
|----------------|----------|--|

VWX Vehicle ID: VW324 30111

8:05 PM d Vehicle Configuration: 0

Wed 02/13/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

9:05 PM d Vehicle Configuration: 0

Wed 02/13/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

10:05 PM d Vehicle Configuration: 0

Wed 02/13/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

11:05 PM d Vehicle Configuration: 0

Thu 02/14/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

12:05 AM d Vehicle Configuration: 0

Thu 02/14/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

1:05 AM d Vehicle Configuration: 0

Thu 02/14/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

2:05 AM d Vehicle Configuration: 0

Thu 02/14/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

3:05 AM d Vehicle Configuration: 0

Thu 02/14/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

4:05 AM d Vehicle Configuration: 0

Thu 02/14/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

5:06 AM d Vehicle Configuration: 0

Thu 02/14/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

6:06 AM d Vehicle Configuration: 0

Thu 02/14/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

7:06 AM d Vehicle Configuration: 0

Thu 02/14/2013 Complete Confirmatory Test for the following Vehicle has been Waived: Manufacturer:

VWX Vehicle ID: VW324 30111

8:06 AM d Vehicle Configuration: 0

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN GROUP OF AMERICA, INC.
Engineering and Environmental Office
Auburn Hills, MI
(248) 754-4219
william.rodgers@vw.com

To: richard.thomas@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/20/2011 2:17:57 PM
Subject: Audi tests and Verify

I talked to Bob. He has username for loading EPA lab data. Once its activated, he can reload the lab results today

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/17/2011 5:41:52 PM
Subject: Re: VW Group Methane Deterioration Factors

Mike, I don't know why they specify separate DFs. I've tried to find out but most of the people that might know are on vacation so its taking long to get an answer this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/15/2011 10:21 AM
Subject: VW Group Methane Deterioration Factors

Hello Jim,

As a follow up to my voice message, I was curious about the separate DF's which seem to be required for City/Highway tests, as indicated in the regulations below. Note, we are using the fleet average option. For N2O we are using the standard (0.010) so I believe no DF applies.

I would like to discuss briefly if you are available.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

Title 40 § 86.1823-08(m)(2)(ii) and (iii)
2) N 2 O and CH 4. (i) For manufacturers complying with the emission standards for N2O and CH4specified

in §86.1818–12(f)(1), deterioration factors for N₂O and CH₄ shall be determined according to the provisions of paragraphs (a) through (l) of this section.

(ii) For manufacturers complying with the fleet averaging option for N₂O and CH₄ as allowed under §86.1818–12(f)(2), separate deterioration factors shall be determined for the FTP and HFET test cycles. Therefore each FTP test performed on the durability data vehicle selected under §86.1822–01 of this part must also be accompanied by an HFET test.

(iii) For the 2012 through 2014 model years only, manufacturers may use alternative deterioration factors. For N₂O, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NO_x emissions according to the provisions of this section. For CH₄, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

(3) Other carbon-related exhaust emissions. Deterioration factors shall be determined according to the provisions of paragraphs (a) through (l) of this section. Optionally, in lieu of determining emission-specific FTP and HFET deterioration factors for CH₃OH (methanol), HCHO (formaldehyde), C₂H₅OH (ethanol), and C₂H₄O (acetaldehyde), manufacturers may use the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

§86.1818–12(f)(2)

(f) Nitrous oxide (N₂O) and methane (CH₄) exhaust emission standards for passenger automobiles and light trucks. Each manufacturer's fleet of combined passenger automobile and light trucks must comply with N₂O and CH₄ standards using either the provisions of paragraph (f)(1) of this section or the provisions of paragraph (f)(2) of this section. The manufacturer may not use the provisions of both paragraphs (f)(1) and (f)(2) of this section in a model year. For example, a manufacturer may not use the provisions of paragraph (f)(1) of this section for their passenger automobile fleet and the provisions of paragraph (f)(2) for their light truck fleet in the same model year.

(1) Standards applicable to each test group.

(i) Exhaust emissions of nitrous oxide (N₂O) shall not exceed 0.010 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(ii) Exhaust emissions of methane (CH₄) shall not exceed 0.030 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(2) Including N₂O and CH₄ in fleet averaging program. Manufacturers may elect to not meet the emission standards in paragraph (f)(1) of this section. Manufacturers making this election shall include N₂O and CH₄ emissions in the determination of their fleet average carbon-related exhaust emissions, as calculated in subpart F of part 600 of this chapter. Manufacturers using this option must include both N₂O and CH₄ full useful life values in the fleet average calculations for passenger automobiles and light trucks. Use of this option will account for N₂O and CH₄ emissions within the carbon-related exhaust emission value determined for each model type according to the provisions part 600 of this chapter. This option requires the determination of full useful life emission values for both the Federal Test Procedure and the Highway Fuel Economy Test.

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/17/2011 7:55:25 PM
Subject: Fw: VW Group Methane Deterioration Factors

Mike, I talked to Tom Anderson who has been more involved with the latest rulemaking. He confirmed what you understood but also added new clarification that is included in the recent HD GHG rule.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 08/17/2011 03:51 PM -----

From: Tom Anderson/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/17/2011 03:48 PM
Subject: Re: Fw: VW Group Methane Deterioration Factors

Jim,

First Part of the Question: - N2O DF for assigned N2O value of 0.10 g/mi.
Mike is correct, the manufacturer can use the N2O emission standard of .010 g/mi in the optional CREE calculation and they do not have to this value (they only have to apply the N2O & CH4 DF if they use an actual measured values). See the regulation reference below:

§ 600.113 - 12 Fuel economy and carbon-related exhaust emission calculations for FTP, HFET, US06, SC03 and cold temperature FTP tests.

600.113-12 (g), (2), (iv), (C)

(iv) For manufacturers complying with the fleet averaging option for N2O and CH4 as allowed under § 86.1818- 12(f)(2) of this chapter, N2O and CH4 emission values for use in the calculation of carbon-related exhaust emissions in this section shall be the values determined according to paragraph (g)(2)(iv)(A), (B), or (C) of this section.

(iv) (C) For the 2012 through 2014 model years only, manufacturers may use an assigned value of 0.010 g/mi for N2O FTP and HFET test values. This value is not required to be adjusted by a deterioration factor.

Second Part of the Question - separate DF's which seem to be required for City/Highway tests?

Separate City and Hwy DF's are required in the current (initial GHG regulations) however, there is a change being made to this provision as part of the Heavy Duty GHG final rule (which has been signed but is not official until it is published in the federal register).

Here is the new language (which can be found in the unofficial version on the OTAQ website) for manufacturers using the optional CREE method of complying with the N2O and CH4 cap standards:

§ 86.1823-08 Durability demonstration procedures for exhaust emissions.

* * * * *

(m) Durability demonstration procedures for vehicles subject to the greenhouse gas exhaust emission standards specified in §86.1818.

(m) (2) N₂O and CH₄. (i) For manufacturers complying with the FTP emission standards for N₂O and CH₄ specified in §86.1818–12(f)(1) or determined under §86.1818–12 (f)(3), FTP-based deterioration factors for N₂O and CH₄ shall be determined according to the provisions of paragraphs (a) through (l) of this section.

(ii) For manufacturers complying with the fleet averaging option for N₂O and CH₄ as allowed under §86.1818–12(f)(2), deterioration factors based on FTP testing shall be determined and may be used to determine full useful life emissions for the FTP and HFET tests. The manufacturer may at its option determine separate deterioration factors for the FTP and HFET test cycles, in which case each FTP test performed on the durability data vehicle selected under §86.1822 of this part must also be accompanied by an HFET test.

(iii) For the 2012 through 2014 model years only, manufacturers may use alternative deterioration factors. For N₂O, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NO_x emissions according to the provisions of this section. For CH₄, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

Tom

From: Jim Snyder/AA/USEPA/US
To: Tom Anderson/AA/USEPA/US@EPA
Date: 08/17/2011 02:46 PM
Subject: Fw: VW Group Methane Deterioration Factors

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

----- Forwarded by Jim Snyder/AA/USEPA/US on 08/17/2011 02:45 PM -----

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/15/2011 10:21 AM
Subject: VW Group Methane Deterioration Factors

Hello Jim,

As a follow up to my voice message, I was curious about the separate DF's which seem to be required for City/Highway tests, as indicated in the regulations below. Note, we are using the fleet average option. For N₂O

we are using the standard (0.010) so I believe no DF applies.

I would like to discuss briefly if you are available.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

Title 40 § 86.1823-08(m)(2)(ii) and (iii)

2) N₂O and CH₄. (i) For manufacturers complying with the emission standards for N₂O and CH₄ specified in §86.1818–12(f)(1), deterioration factors for N₂O and CH₄ shall be determined according to the provisions of paragraphs (a) through (l) of this section.

(ii) For manufacturers complying with the fleet averaging option for N₂O and CH₄ as allowed under §86.1818–12(f)(2), separate deterioration factors shall be determined for the FTP and HFET test cycles. Therefore each FTP test performed on the durability data vehicle selected under §86.1822–01 of this part must also be accompanied by an HFET test.

(iii) For the 2012 through 2014 model years only, manufacturers may use alternative deterioration factors. For N₂O, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NO_x emissions according to the provisions of this section. For CH₄, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

(3) Other carbon-related exhaust emissions. Deterioration factors shall be determined according to the provisions of paragraphs (a) through (l) of this section. Optionally, in lieu of determining emission-specific FTP and HFET deterioration factors for CH₃OH (methanol), HCHO (formaldehyde), C₂H₅OH (ethanol), and C₂H₄O (acetaldehyde), manufacturers may use the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

§86.1818–12(f)(2)

(f) Nitrous oxide (N₂O) and methane (CH₄) exhaust emission standards for passenger automobiles and light trucks. Each manufacturer's fleet of combined passenger automobile and light trucks must comply with N₂O and CH₄ standards using either the provisions of paragraph (f)(1) of this section or the provisions of paragraph (f)(2) of this section. The manufacturer may not use the provisions of both paragraphs (f)(1) and (f)(2) of this section in a model year. For example, a manufacturer may not use the provisions of paragraph (f)(1) of this section for their passenger automobile fleet and the provisions of paragraph (f)(2) for their light truck fleet in the same model year.

(1) Standards applicable to each test group.

(i) Exhaust emissions of nitrous oxide (N₂O) shall not exceed 0.010 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(ii) Exhaust emissions of methane (CH₄) shall not exceed 0.030 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(2) Including N₂O and CH₄ in fleet averaging program. Manufacturers may elect to not meet the emission standards in paragraph (f)(1) of this section. Manufacturers making this election shall include N₂O and CH₄ emissions in the determination of their fleet average carbon-related exhaust emissions, as calculated in subpart F of part 600 of this chapter. Manufacturers using this option must include both N₂O and CH₄ full useful life values in the fleet average calculations for passenger automobiles and light trucks. Use of this option will account for N₂O and CH₄ emissions within the carbon-related exhaust emission value determined for each model type according to the provisions part 600 of this chapter. This option requires the determination of full useful life emission values for both the Federal Test Procedure and the Highway Fuel Economy Test.

Michael Giles
Certification Specialist
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FAX +1-248-754-4207

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; N=Willem VandenBroek/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 8/18/2011 4:59:20 PM
Subject: Re: VW Group - Bentley Mulsanne Application

Hi Bill, I have to leave in minutes for a doctor's appointment but I've been looking through the cert app. Looks okay so far except that the fee payment isn't in our database yet. I see by the form that it was submitted 8/10 so its probably not thru the system yet.

I'm off tomorrow but I'll leave a copy of the fee form with Bill in case they was a problem with the checking labeling .

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>
Date: 08/17/2011 10:56 AM
Subject: VW Group - Bentley Mulsanne Application

Hello Jim,
Just a heads up, I submitted a certification request and application for the Bentley test group CBEXV06.84LA. This is a carryover test group from 2011 with no changes. All of the Verify release 8 changes in Section 7 of the application have been satisfied with no place holders necessary. We have been delayed getting this application submitted due to OBD discussions (see Sec.16 OBD approval letter) so scheduled SOP is rather soon. Any effort you can make to prioritize this Certificate would be appreciated.

Please let me know if you have any questions.

Regards,
Bill Rodgers
VWGoA

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 8/29/2011 5:52:38 PM
Subject: Re: FW: Decision Information - Audi Q5 Hybrid
william.rodgers@vw.com

Bill, I see the additional FTP exhaust tests but I still don't see any evaporative test results

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/29/2011 01:39 PM
Subject: FW: Decision Information - Audi Q5 Hybrid

Jim,
I received your call but can't seem to call out to return it.
I added the missing 3 Evap tests you mentioned. I submitted the tests but just plain forgot to include them in the DI.

I would also like to discuss upcoming 2012 model year Application Updates with you, so when you have a minute give me a call.

Thanks,
Bill

From: Rodgers, William
Sent: Monday, August 29, 2011 10:16 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: Giles, Michael; Hart, Robert (VWoA)
Subject: Decision Information - Audi Q5 Hybrid

Hello Jim,
I submitted a decision information file to Verify for the 2012 Audi Q5 (gasoline/electric) Hybrid. Note that it is an AWD configuration tested on a 4-wheel drive dyno.
I have marked it as new technology because it's the first 4-cylinder hybrid for the VW Group and there are some hardware and software differences between the Audi hybrid and the existing VW hybrid designs. The biggest difference being that Audi uses a integral electric drive unit in the transmission, while VW uses a separate drive unit sandwiched between the engine and transmission. Please let me know if you have any further question about the vehicle.

Regards,

Bill Rodgers
Engineering and Environmental Office

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United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/31/2011 6:31:57 PM
Subject: Re: VW Group VID-CHUB-Q5A Supplemental Information
william.rodgers@vw.com

Thanks, Normally I do PM but PM measurement lab is temporarily unavailable.

Jim Snyder
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Compliance and Innovative Strategies Division
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(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/31/2011 01:53 PM
Subject: VW Group VID-CHUB-Q5A Supplemental Information

As a heads up, I uploaded the Supplemental information for the Audi Q5 Hybrid, VID: CHUB-Q5A.
I'm not sure if you intend to measure particulate matter so I included the standards information just in case.

Regards,

Bill Rodgers
Engineering and Environmental Office

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To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 9/13/2011 10:25:57 PM
Subject: Re: VW Group - Conditional Certificate Request
william.rodgers@vw.com

Bill, just to let you know, I've tried to approve this last week but got an error code back. I've been working with the help desk but not resolved yet. It may have something to do with the conditional. It says "N" in a box for the cert details and when I change it to "Y" for Conditional, it won't save it.

Jim Snyder
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(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 09/06/2011 10:07 AM
Subject: VW Group - Conditional Certificate Request

Hello Jim,
I submitted a Certification Request for the Audi Q5 2.0L Hybrid test group: CADXT02.0HUB. As a reminder this vehicle is scheduled for EPA testing on Nov. 2nd, therefore, we are requesting that a conditional certificate be issued.

Regards,

Bill Rodgers
Engineering and Environmental Office

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william.rodgers@vw.com

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(o_l_/o)

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 9/13/2011 10:43:03 PM
Subject: Re: VW Group - Conditional Certificate Request
william.rodgers@vw.com

Spoke to soon. I tried something different just now and it approved it without the error message.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
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(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Date: 09/13/2011 06:25 PM
Subject: Re: VW Group - Conditional Certificate Request

Bill, just to let you know, I've tried to approve this last week but got an error code back. I've been working with the help desk but not resolved yet. It may have something to do with the conditional. It says "N" in a box for the cert details and when I change it to "Y" for Conditional, it won't save it.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 09/06/2011 10:07 AM
Subject: VW Group - Conditional Certificate Request

Hello Jim,
I submitted a Certification Request for the Audi Q5 2.0L Hybrid test group: CADXT02.0HUB. As a reminder this vehicle is scheduled for EPA testing on Nov. 2nd, therefore, we are requesting that a conditional certificate be issued.

Regards,

Bill Rodgers
Engineering and Environmental Office

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william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: [Ex. 7]@vw.com]
Cc: CN=Michael Olechiw/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 9/28/2011 5:12:03 PM
Subject: Re: EPA Meetings with VW Group - September 29, 2011

[Ex. 7] I don't know what room Mike has but we'll be in N66 which has a conference phone.

Jim Snyder
Light-Duty Vehicle Group
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snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Michael Olechiw/AA/USEPA/US@EPA, Jim Snyder/AA/USEPA/US@EPA
Date: 09/28/2011 11:46 AM
Subject: EPA Meetings with VW Group - September 29, 2011

Hello Michael and Jim:

I am not sure if our meetings tomorrow morning and afternoon will be in the same room; however, is it possible to have a speaker telephone in the room(s)? There are a couple of people from the VW Group in Germany that would like to join in the meeting.

I will establish a conference call number and passcode: [Ex. 7] so the only need is a speaker phone.

We will also bring a portable projector, so no need to worry about that.

Best regards,

Ex. 7

To:

Nevers.Chris@epamail.epa.gov; [Ex. 7]@vw.com; Wehrly.Linc@epamail.epa.gov; French.Roberts@epamail.epa.gov; Spears.Matt@epamail.epa.gov[]; [Ex. 7]@vw.com; Wehrly.Linc@epamail.epa.gov; French.Roberts@epamail.epa.gov; Spears.Matt@epamail.epa.gov[]; ehrly.Linc@epamail.epa.gov; French.Roberts@epamail.epa.gov; Spears.Matt@epamail.epa.gov[]; rench.Roberts@epamail.epa.gov; Spears.Matt@epamail.epa.gov[]; pears.Matt@epamail.epa.gov[]

Cc:

Ball.Joel@epamail.epa.gov; Reineman.Martin@epamail.epa.gov; Healy.Stephen@epamail.epa.gov; Anderson.Tom@epamail.epa.gov[]; eineman.Martin@epamail.epa.gov; Healy.Stephen@epamail.epa.gov; Anderson.Tom@epamail.epa.gov[]; ealy.Stephen@epamail.epa.gov; Anderson.Tom@epamail.epa.gov[]; nderson.Tom@epamail.epa.gov[]

Bcc:

[]

From: Snyder.Jim@epamail.epa.gov

Sent: Wed 9/28/2011 5:17:02 PM

Subject: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification room change to N66

The VW meeting thursday afternoon has moved to N66. Matt Spears asked to trade rooms with us since they have an all day event in 126.

Jim Snyder

Light-Duty Vehicle Group

Compliance and Innovative Strategies Division

United States Environmental Protection Agency

(734) 214-4946

snyder.jim@epa.gov

To: Snyder.Jim@epamail.epa.gov[]

Cc:

Anderson.Tom@epamail.epa.gov;Ball.Joel@epamail.epa.gov;French.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
all.Joel@epamail.epa.gov;French.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
rench.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
ealy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
evers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
eineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
pears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]; ehrlly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]

Bcc: []

From: CN=Jim Snyder/OU=AA/O=USEPA/C=US

Sent: Thur 9/29/2011 4:38:30 PM

Subject: Reminder: Today's VW Audi MTG IN N66 not 126

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Snyder.Jim@epamail.epa.gov

To: Nevers.Chris@epamail.epa.gov,[Ex. 7]@vw.com, Wehrly.Linc@epamail.epa.gov, French.Roberts@epamail.epa.gov, Spears.Matt@epamail.epa.gov

Cc: Ball.Joel@epamail.epa.gov, Reineman.Martin@epamail.epa.gov, Healy.Stephen@epamail.epa.gov, Anderson.Tom@epamail.epa.gov

Date: 09/28/2011 01:17 PM

Subject: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification room change to N66

The VW meeting thursday afternoon has moved to N66. Matt Spears asked to trade rooms with us since they have an all day event in 126.

Jim Snyder

Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: [Ex. 7]@vw.com]
Cc: [Ex. 7]@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 10/20/2011 7:35:40 PM
Subject: RE: EPA/Audi Meeting Report

Ex. 7 [Ex. 7]@vw.com
[Ex. 7]@vw.com
wehrly.linc@epa.gov
Snyder.Jim@epamail.epa.gov
Healy.Stephen@epamail.epa.gov
Nevers.Chris@epamail.epa.gov
Ball.Joel@epamail.epa.gov
[Ex. 7]@vw.com

They will run the Evap test first. There is a good chance it could complete by friday if there are no problems. Its less likely that I will have the data results before monday though.

Jim Snyder
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snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com>
Date: 10/20/2011 11:29 AM
Subject: RE: EPA/Audi Meeting Report

Hello Jim,

Audi did have one other question. In order to plan the trip for the engineer who will accompany the test vehicle, Audi would like to know the order of the testing.

When the evap test will be performed may influence how long the engineer must stay here.

Based on the Wednesday test date, will the evap test be performed over the weekend or can all of the testing be accomplished by Friday?

Best regards,

[Ex. 7]

From: [Ex. 7]
Sent: Thursday, October 20, 2011 9:31 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: [Ex. 7] Healy.Stephen@epamail.epa.gov
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

I have been in contact with **Ex. 7** at Audi AG. The specific reason for the proposed conference call is to confirm; 1.) the understanding of the slides that were sent to you by **Ex. 7** (copy attached for extra measure!), and 2.) that the hybrid vehicle, as described, can be tested on the dynamometer at EPA.

If everything is clear and understandable, there may not be a need for the call. Audi has no further points to discuss at this time.

Please let me know if there are any open questions from your side.

Best regards,

Ex. 7

From: **Ex. 7**
Sent: Wednesday, October 19, 2011 6:23 PM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: **Ex. 7**
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

Just for information, our report from the August 19, 2010 meeting referenced in the test information for the Audi Q5 Hybrid was sent as shown below. The slides were sent in advance of the August 19, 2010 meeting.

I have requested more detail regarding the discussion topics.

Best regards,

Ex. 7

Ex. 7

From: Ex. 7

Sent: Friday, September 24, 2010 8:58 AM

To: wehrly.linc@epa.gov; Snyder.Jim@epamail.epa.gov; Healy.Stephen@epamail.epa.gov;
Nevers.Chris@epamail.epa.gov; Ball.Joel@epamail.epa.gov

Subject: EPA/Audi Meeting Report

Hello all:

Attached is a copy of a report from a meeting between you and representatives of Audi AG and Volkswagen Group of America, Inc. This meeting was held on August 19, 2010.

Please note the open issues in the "Comments" section.

Best regards,

Ex. 7

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 10/27/2011 10:05:56 PM
Subject: Re: VW Group RE: Question from Lamborghini
robert.hart@vw.com

See my answers in red. I will be out friday but back monday.

Jim Snyder
Light-Duty Vehicle Group
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From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 10/27/2011 08:49 AM
Subject: VW Group RE: Question from Lamborghini

Jim,
One last item for today. I am following up for Bob Hart because he is on vacation this week. Have you had the chance to look at the following questions?
Thanks,
Bill

From: Hart, Robert (VWoA)
Sent: Monday, October 24, 2011 9:55 AM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Rodgers, William
Subject: Question from Lamborghini

Hello Jim,

Lamborghini's first flex-fuel car is scheduled for MY 2013. They have some questions since they have no previous experience with flex-fuel vehicle confirmatory tests at the EPA.

Due to the number of possible fuel changes - between gasoline, E10 and E85 fuels, Lamborghini would like to know the order tests are performed at the EPA when a flex-fuel car is tested with evap tests included.

1) I think you told me that testing will start with whatever fuel type is in the flex-fuel vehicle when it arrives and it doesn't matter which one it is. Does it make the most sense to start with gasoline? I believe Ben Haynes in the lab has a practical preference for starting with gasoline first to minimize the E85 we have to drain and scrap.

2) Can Lamborghini request extra preconditioning between the switch from E10/E85 to gasoline to

purge the ethanol from the fuel system? Yes.

3) If evap test confirmation is included, will both gasoline and E10 tests be performed at the EPA? We currently don't Evap test with E10 but plan to in the future with the new shed. Definitely not in this round of testing if its in the next 3 months.

I will be on vacation starting tomorrow. Please Cc Bill Rodgers (William.rodgers@vw.com) on your reply.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

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Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: [Ex. 7]@vw.com]
Cc: "Giles, Michael" [michael.giles@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 10/27/2011 10:10:34 PM
Subject: Re: VW Group - Audi Q5 Hybrid Confirmatory test
Ex. 7 [vw.com]

I looked at the handout and didn't have any questions. I forwarded it to the lab and they didn't either.

My only concern is that the lab has a cell down for upgrading and scheduling may fall behind a bit. It may get pushed back a day.

Jim Snyder
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snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 10/27/2011 08:40 AM
Subject: VW Group - Audi Q5 Hybrid Confirmatory test

Jim,
Reminder.

We are planning to deliver the Audi Q5 Hybrid, test vehicle VID: CAD-Q5A, to your facility on Monday morning around 9:30-10AM. I was in Germany last week but understand that you had correspondence with [Ex. 7] and [Ex. 7] concerning some questions about this vehicle. If there is any further follow up or questions pending, please let me know as soon as possible.

Regards,

Ex. 7

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 11/15/2011 1:19:27 PM
Subject: Audi testing

The Audi is scheduled for a 4 bag FTP, hwy and US06 on Thursday, after the new road load derivation.

Jim Snyder
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Compliance and Innovative Strategies Division
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(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 9:39:43 PM
Subject: 2nd RLD of 2012 Q5 HEV
[2012 Q5 HEV 2nd RLD.pdf](#)
[2012 Q5 HEV 2nd RLD pg2.pdf](#)

Here's the RLD results. I circled the final set coefficients. The A and B look a lot closer to Audi's numbers. This should help correlation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov



ECDM 48M/4x4

EPA-d329
2565 Plymouth Road
Ann Arbor, MI 48105
734-214-4200

Dyno-specific data:

Dyno No.: d329
Dyno name: 4 WD Cell 329
Factory number: NVFEL

Print date / time: 11/16/2011 / 13:38

Roadload derivation - Test ID: 639

Roadload derivation:

Settings:

Ambient data:

PL ID: 419 / 437
Date: 11/16/2011
Time: 13:23:59

Measured temperature [°F]: 74.5
Measured air pressure [psi]: 14.156

System settings:

Reference temperature [°F]: 68.0
Reference air pressure [psi]: 14.504

Test settings:

Axle mode: 4WD
Log file:

Adjustment [%]: 100.00
Max. Runs: 20
Verification: 2

Vehicle information: Vehicle number CHUB-Q5A

Weight [lbs]: 4750 Rot. 2WD [lbs]: 70 Rot. 4WD [lbs]: 138 Drive : 4WD
Rotational direction : Forward Country : US

Setting Road:

| No. | Vmax [mph] | Vmin [mph] | T-target [s] | F-target [lbf] | Error-F [lbf] |
|-----|---------------|---------------|-----------------|-------------------|------------------|
| 1 | 70.00 | 60.00 | 14.68 | 152.19 | 2.00 |
| 2 | 60.00 | 50.00 | 18.58 | 120.28 | 2.00 |
| 3 | 50.00 | 40.00 | 23.75 | 94.05 | 2.00 |
| 4 | 40.00 | 30.00 | 30.36 | 73.50 | 2.00 |
| 5 | 30.00 | 20.00 | 37.98 | 58.63 | 2.00 |
| 6 | 20.00 | 10.00 | 44.91 | 49.44 | 2.00 |


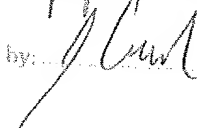
Setting Dyno:

Coefficients:

| | |
|--|---------|
| Inertia [lbs] | 4750 |
| A _s [lbf] | 23.16 |
| B _s [lbf/mph] | -0.0434 |
| C _s [lbf/mph ²] | 0.02840 |

Coefficients:

| | |
|--|---------|
| Inertia [lbs] | 4888 |
| A _t [lbf] | 46.31 |
| B _t [lbf/mph] | -0.2170 |
| C _t [lbf/mph ²] | 0.02840 |

Signed by:  Date: 11-16-11
Verified by:  Date: 11-16-11



ECDM 48M/4x4

EPA-d329
2565 Plymouth Road
Ann Arbor, MI 48105
734-214-4200

Dyno-specific data:

Dyno No.: d329
Dyno name: 4 WD Cell 329
Factory number: NVFEL

Print date / time: 11/16/2011 / 13:38

Roadload derivation - Test ID: 639

Overview:

Test status: Success

| Run No. | Category | A [lbf] | B [lbf/mph] | C [lbf/mph ²] | v [mph] | Max. error [lbf] |
|---------|----------|---------|-------------|---------------------------|---------|------------------|
| CD: 1 | meas | 79.08 | -0.0964 | 0.03107 | 69.94 | *-54.28 |
| cfm: 0 | veh | 55.92 | -0.0530 | 0.00267 | | |
| | next | -9.61 | -0.1640 | 0.02573 | | |
| CD: 2 | meas | 46.45 | -0.2543 | 0.02915 | 69.94 | -1.19 |
| cfm: 0 | veh | 56.06 | -0.0903 | 0.00342 | | |
| | next | -9.61 | -0.1640 | 0.02573 | | |
| CD: 3 | meas | 46.01 | -0.2490 | 0.02908 | 69.94 | -0.79 |
| cfm: 1 | veh | 55.62 | -0.0851 | 0.00335 | | |
| | next | -9.61 | -0.1640 | 0.02573 | | |
| CD: 4 | meas | 46.74 | -0.2633 | 0.02920 | 69.94 | -1.10 |
| cfm: 2 | veh | 56.36 | -0.0993 | 0.00347 | | |
| | next | -9.61 | -0.1640 | 0.02573 | | |

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA;"Rodgers, William"
[William.Rodgers@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 10:42:22 PM
Subject: Re: 2nd RLD of 2012 Q5 HEV

I spoke too soon. The new coefficients aren't really better when totalled. Hot test results are in Verify.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 11/17/2011 04:39 PM
Subject: 2nd RLD of 2012 Q5 HEV

Here's the RLD results. I circled the final set coefficients. The A and B look a lot closer to Audi's numbers. This should help correlation.

[attachment "2012 Q5 HEV 2nd RLD.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "2012 Q5 HEV 2nd RLD pg2.pdf" deleted by Jim Snyder/AA/USEPA/US]

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 11:34:46 PM
Subject: Re: VW Group RE: Question from Lamborghini
robert.hart@vw.com

I happened to talk to Ben about E85 testing and he said he prefers flex-fuel vehicles arrive with E85 first so they don't need as much e85 fuel to do the switchover.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 10/27/2011 06:05 PM
Subject: Re: VW Group RE: Question from Lamborghini

See my answers in red. I will be out friday but back monday.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 10/27/2011 08:49 AM
Subject: VW Group RE: Question from Lamborghini

Jim,
One last item for today. I am following up for Bob Hart because he is on vacation this week. Have you had the chance to look at the following questions?
Thanks,
Bill

From: Hart, Robert (VWoA)
Sent: Monday, October 24, 2011 9:55 AM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Rodgers, William
Subject: Question from Lamborghini

Hello Jim,

Lamborghini's first flex-fuel car is scheduled for MY 2013. They have some questions since they have no previous experience with flex-fuel vehicle confirmatory tests at the EPA.

Due to the number of possible fuel changes - between gasoline, E10 and E85 fuels, Lamborghini would like to know the order tests are performed at the EPA when a flex-fuel car is tested with evap tests included.

1) I think you told me that testing will start with whatever fuel type is in the flex-fuel vehicle when it arrives and it doesn't matter which one it is. Does it make the most sense to start with gasoline? I believe Ben Haynes in the lab has a practical preference for starting with gasoline first to minimize the E85 we have to drain and scrap.

2) Can Lamborghini request extra preconditioning between the switch from E10/E85 to gasoline to purge the ethanol from the fuel system? Yes.

3) If evap test confirmation is included, will both gasoline and E10 tests be performed at the EPA? We currently don't Evap test with E10 but plan to in the future with the new shed. Definitely not in this round of testing if its in the next 3 months.

I will be on vacation starting tomorrow. Please Cc Bill Rodgers (William.rodgers@vw.com) on your reply.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 11:38:32 PM
Subject: CVWXV02.5259 cert

Bill, I assume this is in the cert revision to add a new carline to the certificate? The Beetle convertible is listed in the cert Application document but not in the Verify application or on the Certificate. I think one of them is incorrect.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 11/21/2011 9:57:36 PM
Subject: Re: CVWXV02.5259 cert

Bill, any clarification on this test group? The Part 1 document lists the Beetle Convertible but the actual Certificate does not. I can't approve the Cert Request to revise it until they match.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Date: 11/17/2011 06:38 PM
Subject: CVWXV02.5259 cert

Bill, I assume this is in the cert revision to add a new carline to the certificate? The Beetle convertible is listed in the cert Application document but not in the Verify application or on the Certificate. I think one of them is incorrect.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 11/22/2011 9:24:07 PM
Subject: Re: Verify errors for EPA tests
william.rodgers@vw.com

Bill I left you a voice mail but the answer to this issue is to call Bob Peavyhouse (X4814) or Karen Danzeisen (4444) and tell them you have a epa lab test that needs to be manually re-processed for CREE calculation.

Jim Snyder
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Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 11/21/2011 05:17 PM
Subject: Verify errors for EPA tests

<TransactionStatusDetails>
 <TransactionStatusIdentifier>REJECTED</TransactionStatusIdentifier>
 <TransactionMessageText>LD-CERT-TG-BR190 - If there exists any Official Test Number(s), then each of the Test Number(s) must be entered as an Exhaust Test Number (TG-202.5). (Test Group Fuel (TG-217.1): G)</TransactionMessageText>
 <TransactionMessageText>LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BVWX91000667)</TransactionMessageText>
 <TransactionMessageText>LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BVWX91000666)</TransactionMessageText>
</TransactionStatusDetails>

Bill Rodgers
Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]; arcos.marques@audi.com[]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 11/29/2011 8:50:52 PM
Subject: Audi testing Wednesday

Marcos, I left you a voice but in case you don't get it. I talked to Manish the test operator, and they are testing the Audi first thing in the morning. He recommends getting here before 8:00. Tell the guard you are here for Vince Mazaitis. He gets in early.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 12/7/2011 10:56:19 PM
Subject: Fw: VW Group- EPA test re-processing
[Ex. 7]
(embedded image)

[Ex. 7] we have an issue with the test groups that Bob Peavyhouse re-submitted test data for. You need to re-process these test groups so that the data appears in the CSI. Read Karen's note for a better explanation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/07/2011 05:46 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when [Ex. 7] reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does *not* automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [Ex. 7]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <vcoleman2@csc.com>, [Ex. 7]@vw.com>, "Giles, Michael" <michael.giles@vw.com>, [Ex. 7]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello [Ex. 7]

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,



Ex. 7

| MFR_NM | MFR_CD | Modified | Verify TEST_NUMBER | Applicable Testgroup | Needing Reprocessing |
|---------------------|--------|--------------|--------------------|----------------------|----------------------|
| Audi | ADX | CADX91000951 | | CADXV02.53UK | |
| Audi | ADX | CADX91000966 | | CADXT03.03UG | |
| Audi | ADX | CADX91000967 | | CADXT03.03UG | |
| Audi | ADX | CADX91000988 | | CADXV02.53UK | |
| Bentley Motors Ltd. | BEX | BBEX91000679 | | BBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000679 | | CBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000680 | | BBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000680 | | CBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000758 | | CBEXV06.84LA | |
| Bentley Motors Ltd. | BEX | BBEX91000783 | | CBEXV06.84LA | |
| Volkswagen | VWX | BVWX91000820 | | BPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000820 | | BVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000820 | | CPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000820 | | CVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000820 | | DPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000842 | | BPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000842 | | BVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000842 | | CPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000842 | | CVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000842 | | DPRXT03.0CHD | |
| Volkswagen | VWX | CVWX91000960 | | CVWXV02.0U4S | |
| Volkswagen | VWX | CVWX91000985 | | CVWXV02.0U4S | |

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 12/8/2011 2:25:56 PM
Subject: Fw: VW Group- EPA test re-processing
[Ex. 7]
(embedded image)
(embedded image)

[Ex. 7] Karen found another Test group to re-process.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/08/2011 09:24 AM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/07/2011 07:12 PM
Subject: Fw: VW Group- EPA test re-processing

Hi Jim,

Just after you left I checked over a new and improved query result that I came up with this afternoon and found that I left off testgroup CVWXV02.5259 from the original list (see attached) for tests BVWX91000666 and BVWX91000667. Here is the new list including that change. Everything else remains the same.

Ideally VW could reprocess by Monday so that I could begin processing a complete update for the Green Vehicle Guide. It would be helpful to know if that's possible. If they have all the XML files for these testgroups and the available time, then it should be possible.

Thanks,

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

----- Forwarded by Karen Danzeisen/AA/USEPA/US on 12/07/2011 07:01 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when Bob reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does *not* automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US

To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [Ex. 7]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <vcoleman2@csc.com>, [Ex. 7]@vw.com>, "Giles, Michael" <michael.giles@vw.com>, [Ex. 7]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello [Ex. 7]

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

Ex. 7

| MFR_CD | VERIFY_TEST_NUM | TEST SUBMIT DT | TG SUBMIT DT | TESTGROUP_TO_REPROCESS |
|--------|-----------------|---------------------|--------------|------------------------|
| ADX | CADX91000951 | 11/28/2011 8:52:31 | 7/8/2011 | CADXXV02.53UK |
| ADX | CADX91000966 | 11/28/2011 8:54:19 | 7/7/2011 | CADXT03.03UG |
| ADX | CADX91000967 | 11/28/2011 8:51:05 | 7/7/2011 | CADXT03.03UG |
| ADX | CADX91000988 | 11/28/2011 8:49:54 | 7/8/2011 | CADXXV02.53UK |
| BEX | BBEX91000679 | 11/23/2011 14:33:13 | 9/7/2011 | CBEXV06.0501 |
| BEX | BBEX91000679 | 11/23/2011 14:33:13 | 11/30/2010 | BBEXV06.0501 |
| BEX | BBEX91000680 | 11/23/2011 14:34:26 | 11/30/2010 | BBEXV06.0501 |
| BEX | BBEX91000680 | 11/23/2011 14:34:26 | 9/7/2011 | CBEXV06.0501 |
| BEX | BBEX91000758 | 11/23/2011 14:40:19 | 8/30/2011 | CBEXV06.84LA |
| BEX | BBEX91000783 | 11/23/2011 14:41:29 | 8/30/2011 | CBEXV06.84LA |
| VVWX | BVVWX91000666 | 11/28/2011 10:17:41 | 11/28/2011 | CVWXXV02.5259 |
| VVWX | BVVWX91000667 | 11/28/2011 10:18:52 | 11/28/2011 | CVWXXV02.5259 |
| VVWX | BVVWX91000820 | 11/28/2011 8:40:21 | 5/26/2011 | CPRXT03.0CHD |
| VVWX | BVVWX91000820 | 11/28/2011 8:40:21 | 10/31/2011 | BVWXT03.0HEV |
| VVWX | BVVWX91000820 | 11/28/2011 8:40:21 | 7/7/2011 | CVWXT03.0HEV |
| VVWX | BVVWX91000820 | 11/28/2011 8:40:21 | 1/6/2011 | BPRXT03.0CHD |
| VVWX | BVVWX91000820 | 11/28/2011 8:40:21 | 9/27/2011 | DPRXT03.0CHD |
| VVWX | BVVWX91000842 | 11/28/2011 8:39:10 | 9/27/2011 | DPRXT03.0CHD |
| VVWX | BVVWX91000842 | 11/28/2011 8:39:10 | 5/26/2011 | CPRXT03.0CHD |
| VVWX | BVVWX91000842 | 11/28/2011 8:39:10 | 10/31/2011 | BVWXT03.0HEV |
| VVWX | BVVWX91000842 | 11/28/2011 8:39:10 | 7/7/2011 | CVWXT03.0HEV |
| VVWX | BVVWX91000842 | 11/28/2011 8:39:10 | 1/6/2011 | BPRXT03.0CHD |
| VVWX | BVVWX91000960 | 11/28/2011 8:45:31 | 7/7/2011 | CVWXXV02.0U4S |
| VVWX | BVVWX91000985 | 11/28/2011 8:44:19 | 7/7/2011 | CVWXXV02.0U4S |

| MFR_NM | MFR_CD | Modified | Verify TEST_NUMBER | Applicable Testgroup | Needing Reprocessing |
|---------------------|--------|--------------|--------------------|----------------------|----------------------|
| Audi | ADX | CADX91000951 | | CADXV02.53UK | |
| Audi | ADX | CADX91000966 | | CADXT03.03UG | |
| Audi | ADX | CADX91000967 | | CADXT03.03UG | |
| Audi | ADX | CADX91000988 | | CADXV02.53UK | |
| Bentley Motors Ltd. | BEX | BBEX91000679 | | BBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000679 | | CBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000680 | | BBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000680 | | CBEXV06.0501 | |
| Bentley Motors Ltd. | BEX | BBEX91000758 | | CBEXV06.84LA | |
| Bentley Motors Ltd. | BEX | BBEX91000783 | | CBEXV06.84LA | |
| Volkswagen | VWX | BVWX91000820 | | BPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000820 | | BVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000820 | | CPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000820 | | CVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000820 | | DPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000842 | | BPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000842 | | BVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000842 | | CPRXT03.0CHD | |
| Volkswagen | VWX | BVWX91000842 | | CVWXXT03.0HEV | |
| Volkswagen | VWX | BVWX91000842 | | DPRXT03.0CHD | |
| Volkswagen | VWX | CVWX91000960 | | CVWXV02.0U4S | |
| Volkswagen | VWX | CVWX91000985 | | CVWXV02.0U4S | |

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 12/8/2011 11:13:42 PM
Subject: Re: Bugatti
william.rodgers@vw.com

Reminds me more of an aircraft than a car!

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/08/2011 08:38 AM
Subject: Bugatti

Hi Jim,
I ran across this PowerPoint from when the Bugatti Veyron was introduced a few years ago. Thought you might like it.

Bill Rodgers
Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

[attachment "Bugatti-veyron.pps" deleted by Jim Snyder/AA/USEPA/US]

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 12/9/2011 12:02:46 AM
Subject: Re: Durability Procedure Carryover

Hi [Ex. 7] I believe I mentioned in our last phone call that Arvon Mitcham has moved to a new position in the ASD division. Each Cert Rep is now responsible for approving any alternate durability procedures for their respective manufacturers. I read your letter requesting approval for 2013MY. It refers to a document describing the procedure from 2006. Since I'm starting on this rather fresh, I would like you to send me the relevant documents, or latest version of them, that describe the cycle and its correlation to the SRC aging.

Have you supplied us any data recently to support the accuracy of the process versus actual aging or the SRC, such as the in-use emissions data? I would like to see what you have. Let's talk about this and what you have before you start doing anything. I'm not necessarily expecting anything on this for Tuesday's meeting.

I know VW uses the SRC for Diesel test groups. I also know that some test groups (Lamborghini only?) use a Bench Cycle, Please clarify which groups use the VM_ADP and which the Bench Cycle.

I won't be in Friday but I will be available next week. Look forward to seeing you Tuesday.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Arvon Mitcham/AA/USEPA/US@EPA, [Ex. 7]@vw.com>, [Ex. 7]
[Ex. 7]@vw.com>, "Giles, Michael" <michael.giles@vw.com>
Date: 12/01/2011 09:44 AM
Subject: Durability Procedure Carryover

Hello Jim:

Just a note to inform you that Volkswagen submitted to VERIFY a request for carryover of previously-approved durability procedures for the 2013 model year.

Best regards,

Ex. 7

Ex. 7

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 12/12/2011 7:28:25 PM
Subject: RE: CHUB-Q5A Laboratory Data
[2012 Q5 HEV 3rd FTP Hwy.pdf](#)
william.rodgers@vw.com
william.rodgers@vw.com

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/12/2011 01:24 PM
Subject: RE: CHUB-Q5A Laboratory Data

Hello Vince,
I saw the test results on Verify. Would you mind sending the lab results pages? They are much easier to digest.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, December 09, 2011 1:04 PM
To: Rodgers, William

Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: CHUB-Q5A Laboratory Data

Hello Bill,

I checked again after lunch and nothing yet. My guess is Monday. Hybrids still take longer. I'll keep on looking though and forward the data as soon as I get it.

Best regards,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 12/09/2011 10:04 AM
Subject: CHUB-Q5A Laboratory Data

Hello Vince,

Have you received any lab test data from yesterday's Audi Q5 Hybrid test? If you could scan and email it to my when you receive it I would appreciate it.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States


office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

Cert

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|---------------------|---------------------|----------------------|----------------------|----------------------|-------------------------------------|----------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2011-0324-014 | | | Vehicle ID: CHUB-Q5A | | | | |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 15%;">  </div> <div style="width: 65%;"> Test Information Test Date: 12/8/2011 Key Start / Hot Soak: 10:18:39 / 09:40 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 21.04 Fed Fuel 2-day Exhaust (CAN LOAD) Calculation Method: Gasoline Pretest Remarks: </div> <div style="width: 20%;"> MFR Name: AUDI MFR Codes: 640 Config #: 00 Transmission: S Shift Schedule: A09980005 Beginning Odometer: 004989.0 MI Drive Schedule: ftp4bag Soak Period: 22.8 hours </div> </div> | | | | | | | |
| Bag Data | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> | |
| | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Phase 1 | | | | | | | |
| Sample | 7.324 | 28.412 | 1.566 | 0.993 | 2.650 | | |
| Ambient | 2.822 | 0.000 | 0.003 | 0.044 | 1.977 | | |
| Net Concentration | 4.712 | 28.412 | 1.563 | 0.952 | 0.821 | 3.739 | |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | 3.401 | 8.005 | 0.545 | 0.531 | 1.936 | | |
| Ambient | 3.209 | 0.000 | 0.002 | 0.044 | 1.977 | | |
| Net Concentration | 0.320 | 8.005 | 0.543 | 0.489 | 0.037 | 0.275 | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | 4.330 | 26.068 | 0.486 | 0.848 | 1.960 | | |
| Ambient | 4.361 | 0.000 | 0.002 | 0.044 | 1.984 | | |
| Net Concentration | 0.246 | 26.068 | 0.484 | 0.807 | 0.101 | 0.126 | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | 5.667 | 7.031 | 0.473 | 0.522 | 1.949 | | |
| Ambient | 5.820 | 0.000 | 0.005 | 0.044 | 1.991 | | |
| Net Concentration | 0.074 | 7.031 | 0.468 | 0.480 | 0.036 | 0.031 | |
| Remarks: | | | | | | | |
| Results | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> | <u>Vol MPG</u> |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.059 | 0.724 | 0.059 | 381.5 | 0.012 | 0.047 / 0.049 | 23.313 |
| Phase 2 | 0.006 | 0.324 | 0.032 | 311.3 | 0.001 | 0.006 / 0.006 | 28.623 |
| Phase 3 | 0.003 | 0.664 | 0.018 | 322.8 | 0.001 | 0.002 / 0.002 | 27.561 |
| Phase 4 | 0.001 | 0.284 | 0.028 | 304.6 | 0.001 | 0.001 / 0.001 | 29.260 |
| Weighted | 0.01506 | 0.48856 | 0.03259 | 327.041 | 0.00333 | (NMOG=1.04xNMHC) 0.0116 / 0.0121 | |
| Fuel Economy | | | | | | | |
| | <u>Gasoline MPG</u> | | | | <u>Dyno Settings</u> | <u>Dyno #:</u> D329 - AWD | |
| Phase 1 | 23.26 | | | | | Inertia: 4750 | |
| Phase 2 | 28.56 | | | | | EPA Set Co A: -9.61 | |
| Phase 3 | 27.50 | | | | | EPA Set Co B: -0.164 | |
| Phase 4 | 29.19 | <u>1% SOC Limit</u> | <u>Act SOC A-hr</u> | <u>Sys Nom Volts</u> | <u>Charge State</u> | EPA Set Co C: 0.02573 | |
| | | 0.6971 | 0.0672 | 264.0 | Pass | | |
| Weighted | 27.16 | | | | | Emiss-Bench: Mexa 7200sle | |

v101208 - d329 EPAVDAEm111208100938

Page 1 of 2

Print Time 12-Dec-2011 09:23

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data
Test Number: 2011-0324-014

Vehicle ID: CHUB-Q5A

| Results | HC-FID | CO | NOx | CO2 | CH4 | NMHC | Meth Response |
|---------|---------|---------|---------|---------|---------|---------|---------------|
| | (grams) | (grams) | (grams) | (grams) | (grams) | (grams) | 1.185 |
| Phase 1 | 0.214 | 2.602 | 0.211 | 1370.4 | 0.043 | 0.170 | |
| Phase 2 | 0.025 | 1.249 | 0.125 | 1199.5 | 0.003 | 0.021 | |
| Phase 3 | 0.011 | 2.386 | 0.065 | 1160.5 | 0.005 | 0.006 | |
| Phase 4 | 0.006 | 1.096 | 0.107 | 1176.2 | 0.003 | 0.002 | |



Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|-------------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.22 | 29.22 | 29.22 | 29.22 |
| Avg Cell Temp (degF) | 75.11 | 75.17 | 75.22 | 75.27 |
| Dew Point (degF) | 48.13 | 47.67 | 47.67 | 47.77 |
| Specific Humidity (grains/lbm) | 51.09 | 50.21 | 50.21 | 50.41 |
| NOx Corr Factor | 0.8990 | 0.8956 | 0.8957 | 0.8964 |
| CO2 Dilution Factor | 13.442 | 25.169 | 15.752 | 25.59 |
| CFV Vmix (scf @68F) | 2777.66 | 4731.08 | 2776.46 | 4727.19 |
| CVS Flow Rate Avg (scfm) | 328.01 | 324.45 | 328.77 | 326.20 |
| Fan Placement: One Fan - Up - Front | | | | |
| Phase Time (secs) | 508.10 | 869.90 | 506.70 | 869.49 |
| Distance (miles) | 3.592 | 3.853 | 3.595 | 3.862 |
| Bag Analysis Time (secs) | 143.8 | 148.7 | 143.8 | 155.2 |

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|------|-----|------|------------|
| 1E+07 | 0.0163 | 0.51 | 0.03 | 306 | 0 | 0.0136 |

Odometer
4448 M

MPG
29


MPG is 6.76 % higher than EPA MPG


MFR Lab: Audi AG Neckarsulm

Dyno: 7

Fuel: 61 Tier 2 Cert Gasoline

CERT

| NVFEL Laboratory Test Data | | | | | | | CVS |
|--|---------------------|---------------------|----------------------|------------------------------|---------------------------|-----------------------|----------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2011-0324-015 | | | Vehicle ID: CHUB-Q5A | | | | |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 15%;">  </div> <div style="width: 45%;"> Test Information Test Date: 12/8/2011 Key Start: 12:13:36 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 03 HWFET (hwfelprep_hwfet) Calculation Method: Gasoline Pretest Remarks: </div> <div style="width: 40%;"> MFR Name: AUDI MFR Codes: 640 Config #: 00 Transmission: S Shift Schedule: A09980011 Beginning Odometer: 005004.0 MI Drive Schedule: hwfet_hwfet </div> </div> | | | | | | | |
| Bag Data | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> | |
| Phase 1 | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Sample | 6.470 | 32.434 | 0.231 | 1.233 | 2.265 | | |
| Ambient | 5.832 | 0.000 | 0.005 | 0.044 | 1.995 | | |
| Net Concentration | 1.176 | 32.434 | 0.227 | 1.193 | 0.454 | 0.638 | |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Results | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> | <u>Vol MPG</u> |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.008 | 0.434 | 0.004 | 250.7 | 0.003 | 0.004 / 0.004 | 35.503 |
| (NMOG=1.04xNMHC) | | | | | | | |
| Fuel Economy | | | | | | | |
| | <u>Gasoline MPG</u> | | | <u>Dyno Settings</u> | <u>Dyno #:</u> D329 - AWD | | |
| Phase 1 | 35.42 | | | | Inertia: 4750 | | |
| | | <u>1% SOC Limit</u> | <u>Act SOC A-hr</u> | <u>Sys Nom Volts</u> | <u>Charge State</u> | EPA Set Co A: -9.61 | |
| | | 0.3675 | -0.0288 | 264.0 | Pass | EPA Set Co B: -0.164 | |
| | | | | | | EPA Set Co C: 0.02573 | |
| Emiss-Bench: Mexa 7200sle | | | | | | | |
| v101208 - d329 EPAVDAEm111208115153 | | | | | | | |
| Page 1 of 2 | | | | Print Time 12-Dec-2011 09:23 | | | |

| NVFEL Laboratory Test Data | | | | | | | CVS | |
|---|----------------|--------------------------|----------------------|-----------------------|-------------------------------|-----------------------|------------------------|----------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | | |
| Test Number: 2011-0324-015 | | | | Vehicle ID: CHUB-Q5A | | | | |
| Results  | Phase 1 | <u>HC-FID</u> (grams) | <u>CO</u> (grams) | <u>NOx</u> (grams) | <u>CO2</u> (grams) | <u>CH4</u> (grams) | <u>NMHC</u> (grams) | <u>Meth Response</u> |
| | | 0.080 | 4.437 | 0.046 | 2564.6 | 0.036 | 0.043 | 1.185 |
| Test Conditions | | | | | | | | |
| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> | | | | |
| Barometer (InHg) | 29.18 | | | | | | | |
| Avg Cell Temp (degF) | 75.32 | | | | | | | |
| Dew Point (degF) | 47.54 | | | | | | | |
| Specific Humidity (grains/lbm) | 50.02 | | | | | | | |
| NOx Corr Factor | 0.8949 | | | | | | | |
| CO2 Dilution Factor | 10.835 | | | | | | | |
| CFV Vmix (scf @68F) | 4149.45 | | | | | | | |
| CVS Flow Rate Avg (scfm) | 325.45 | | | | | | | |
| Fan Placement: One Fan - Up - Front | | | | | | | | |
| Phase Time (secs) | 765.00 | | | | | | | |
| Distance (miles) | 10.230 | | | | | | | |
| Bag Analysis Time (secs) | 144.8 | | | | | | | |
| MFR Test Results for Procedure 3 HWFE | | | | | | | | |
| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> | | |
| 1E+07 | 0.0125 | 0.25 | 0.005 | 223 | 0 | 0.0095 | | |
| <u>Odometer</u> | <u>MPG</u> | | | | MFR Lab: Audi Ingolstadt | | | |
| 4301 M | 39.8 | | | | Dyno: 8 | | | |
| MPG is 12.36 % higher than EPA MPG | | | | | Fuel: 61 Tier 2 Cert Gasoline | | | |
| <div style="display: flex; justify-content: space-between; font-size: small;"> v101208 - d329 EPAVDAEm111208115153 Page 2 of 2 Print Time 12-Dec-2011 09:23 </div> | | | | | | | | |

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 12/19/2011 6:24:22 PM
Subject: Re: VW Group - 2013MY Certificates MIA
william.rodgers@vw.com

According Verify they were signed 12/16. I don't know why you didn't a confirmation note but they look okay in Verify.

On another note , I just found out that there was a problem with the Shed over the w/e and the test voided.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 10:07 AM
Subject: VW Group - 2013MY Certificates MIA

Hello Jim,
Thanks for processing our 2013MY certificates last Thursday. The following two certificates are still Missing in Action. Can you confirm if they have been signed?

I have received a Verify message on Friday Dec 16th stating "Certificate Number DVWXJ02.03UA-006 with Evaporative Family DVWXR0110D38 has been issued" and received the certificate linked in the message.

Missing certificates:

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D41 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).
Verify Transaction Identifier: _4d33228b-39a0-4f2c-a297-ed83c57bb658

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D46 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).
Verify Transaction Identifier: _3e284f93-b528-4e5f-bf53-9c67ce7302a9

Thanks,
Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 12/20/2011 6:09:27 PM
Subject: RE: VW Group - 2013MY Certificates MIA
[DVWXJ02.03UA cert b.pdf](#)
[DVWXJ02.03UA cert a.pdf](#)
william.rodgers@vw.com
william.rodgers@vw.com

Bill, we've found 2 other manufacturers who didn't get notification of their certificates. Check if they are in your CDX folder and let me know if you hear anything from The help desk. Meanwhile I can send you copies of the certificates to your email.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 01:38 PM
Subject: RE: VW Group - 2013MY Certificates MIA

Thanks Jim,
I will check Verify again later and contact the help desk if necessary.

Please let us know as soon as you have an indication on a Shed retest date for the Q5 Hybrid.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, December 19, 2011 1:24 PM
To: Rodgers, William
Subject: Re: VW Group - 2013MY Certificates MIA

According Verify they were signed 12/16. I don't know why you didn't a confirmation note but they look okay in Verify.

On another note , I just found out that there was a problem with the Shed over the w/e and the test voided.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 10:07 AM
Subject: VW Group - 2013MY Certificates MIA

Hello Jim,
Thanks for processing our 2013MY certificates last Thursday. The following two certificates are still Missing in Action. Can you confirm if they have been signed?

I have received a Verify message on Friday Dec 16th stating "Certificate Number DVWXJ02.03UA-006 with Evaporative Family DVWXR0110D38 has been issued" and received the certificate linked in the message.

Missing certificates:

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125241 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _4d33228b-39a0-4f2c-a297-ed83c57bb658

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D46 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _3e284f93-b528-4e5f-bf53-9c67ce7302a9

Thanks,
Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
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fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
2013 MODEL YEAR
CERTIFICATE OF CONFORMITY
WITH THE CLEAN AIR ACT OF 1990

OFFICE OF TRANSPORTATION
AND AIR QUALITY
ANN ARBOR, MICHIGAN 48105

Certificate Issued To: Volkswagen
(U.S. Manufacturer or Importer)

Certificate Number: DVWXXJ02.03U-A-005

Effective Date:
01/02/2012

Expiration Date:
12/31/2013


Byron J. Bunker, Acting Division Director
Compliance Division

Issue Date:
12/16/2011

Revision Date:
N/A

Test Group Name: DVWXXJ02.03U-A

Evaporative/Refueling Family Name: DVWXXR0125D46

Applicable Exhaust Emission Standards: Federal Tier 2 Bin 5

Applicable Evaporative/Refueling Standards: Federal LEV-II Evap

Models Covered: Volkswagen: CC

Engine Displacement: 2.0 Liters

Exhaust Emission Test Fuel Type: Tier 2 Cert Gasoline

Full Useful Life Miles: Exhaust Emissions: 120,000 miles

Full Useful Life Miles: Evaporative/Refueling Emissions: 120,000 miles

Pursuant to section 206 of the Clean Air Act (42 U.S.C. 7525) and 40 CFR Parts 85, 86, 88, and 600 as applicable, this certificate of conformity is hereby issued with respect to test vehicles which have been found to conform to the requirements of the regulations on Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines (40 CFR Parts 85, 86, 88, and 600 as applicable) and which represent the new motor vehicle models listed above by test group and evaporative/refueling emission family, more fully described in the application of the above named manufacturer. Vehicles covered by this certificate have demonstrated compliance with the applicable emission standards as more fully described in the manufacturer's application. This certificate covers the above models, which are designed to meet the applicable emission standards specified in 40 CFR Parts 85, 86, 88, and 600 as applicable at both high and low altitude as applicable.

EPA is issuing this certificate subject to the conditions and provisions of 40 CFR 86.1848(c).

This certificate covers only those new motor vehicles or vehicle engines which conform, in all material respects, to the design specifications that apply to those vehicles or engines described in the documentation required by 40 CFR Parts 85, 86, 88, and 600 as applicable and which are produced during the 2013 model year production period stated on this certificate of the said manufacturer, as defined in 40 CFR Parts 85, 86, 88, and 600 as applicable. The manufacturer shall obtain the approval of the California Air Resources Board (in the form of an executive order issued by the California Air Resources Board) prior to introducing any vehicle covered by this certificate into commerce (1) in the State of California, or (2) in a State that, under the authority of Section 177 of the Clean Air Act, has adopted and placed into effect the California standards to which this test group has been certified.

Catalyst-equipped vehicles designed to be operated on gasoline or flexible fuel are equipped with an emission control device which the Administrator has determined will be significantly impaired by the use of leaded fuel. This certificate is issued subject to the conditions specified in 40 CFR 80.24. Catalyst-equipped vehicles designed to be operated on gasoline or flexible fuel, otherwise covered by this certificate, which are driven outside the United States, Canada, Mexico, Japan, Australia, Taiwan and the Bahamas Islands will be presumed to have been operated on leaded fuel resulting in deactivation of the catalysts. If these vehicles are imported or offered for importation without retrofit of the catalyst, they will be considered not to be within the coverage of this certificate unless included in a catalyst control program operated by manufacturer or a United States Government Agency and approved by the Administrator.

In the case of completely assembled vehicles, this certificate of conformity covers only vehicles which are completely manufactured prior to January 1, 2014. Normally incompletely assembled vehicles (such as cab chassis) may be completed after this date, provided that the basic manufacturing (including installation of the emission control system) was completed prior to January 1, 2014. This certificate does not cover vehicles sold, offered for sale, or introduced, or delivered for introduction, into commerce in the U.S. prior to the effective date of the certificate.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
2013 MODEL YEAR
CERTIFICATE OF CONFORMITY
WITH THE CLEAN AIR ACT OF 1990

OFFICE OF TRANSPORTATION
AND AIR QUALITY
ANN ARBOR, MICHIGAN 48105

Certificate Issued To: Volkswagen
(U.S. Manufacturer or Importer)

Certificate Number: DVWXXJ02.03U-A-004

Effective Date:
01/02/2012

Expiration Date:
12/31/2013


Byron J. Bunker, Acting Division Director
Compliance Division

Issue Date:
12/16/2011

Revision Date:
N/A

Test Group Name: DVWXXJ02.03U-A

Evaporative/Refueling Family Name: DVWXXR0125241

Applicable Exhaust Emission Standards: Federal Tier 2 Bin 5

Applicable Evaporative/Refueling Standards: Federal LEV-II Evap

Models Covered: Volkswagen: TIGUAN, TIGUAN 4MOTION

Engine Displacement: 2.0 Liters

Exhaust Emission Test Fuel Type: Tier 2 Cert Gasoline

Full Useful Life Miles: Exhaust Emissions: 120,000 miles

Full Useful Life Miles: Evaporative/Refueling Emissions: 120,000 miles

Pursuant to section 206 of the Clean Air Act (42 U.S.C. 7525) and 40 CFR Parts 85, 86, 88, and 600 as applicable, this certificate of conformity is hereby issued with respect to test vehicles which have been found to conform to the requirements of the regulations on Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines (40 CFR Parts 85, 86, 88, and 600 as applicable) and which represent the new motor vehicle models listed above by test group and evaporative/refueling emission family, more fully described in the application of the above named manufacturer. Vehicles covered by this certificate have demonstrated compliance with the applicable emission standards as more fully described in the manufacturer's application. This certificate covers the above models, which are designed to meet the applicable emission standards specified in 40 CFR Parts 85, 86, 88, and 600 as applicable at both high and low altitude as applicable.

EPA is issuing this certificate subject to the conditions and provisions of 40 CFR 86.1848(c).

This certificate covers only those new motor vehicles or vehicle engines which conform, in all material respects, to the design specifications that apply to those vehicles or engines described in the documentation required by 40 CFR Parts 85, 86, 88, and 600 as applicable and which are produced during the 2013 model year production period stated on this certificate of the said manufacturer, as defined in 40 CFR Parts 85, 86, 88, and 600 as applicable. The manufacturer shall obtain the approval of the California Air Resources Board (in the form of an executive order issued by the California Air Resources Board) prior to introducing any vehicle covered by this certificate into commerce (1) in the State of California, or (2) in a State that, under the authority of Section 177 of the Clean Air Act, has adopted and placed into effect the California standards to which this test group has been certified.

Catalyst-equipped vehicles designed to be operated on gasoline or flexible fuel are equipped with an emission control device which the Administrator has determined will be significantly impaired by the use of leaded fuel. This certificate is issued subject to the conditions specified in 40 CFR 80.24. Catalyst-equipped vehicles designed to be operated on gasoline or flexible fuel, otherwise covered by this certificate, which are driven outside the United States, Canada, Mexico, Japan, Australia, Taiwan and the Bahama Islands will be presumed to have been operated on leaded fuel resulting in deactivation of the catalysts. If these vehicles are imported or offered for importation without retrofit of the catalyst, they will be considered not to be within the coverage of this certificate unless included in a catalyst control program operated by manufacturer or a United States Government Agency and approved by the Administrator.

In the case of completely assembled vehicles, this certificate of conformity covers only vehicles which are completely manufactured prior to January 1, 2014. Normally incompletely assembled vehicles (such as cab chassis) may be completed after this date, provided that the basic manufacturing (including installation of the emission control system) was completed prior to January 1, 2014. This certificate does not cover vehicles sold, offered for sale, or introduced, or delivered for introduction, into commerce in the U.S. prior to the effective date of the certificate.

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 1/3/2012 11:16:45 PM
Subject: Re: VW Group - ORVR Information MY2013 Jetta Hybrid 1.4L

Mike, thanks for the heads up, Verify doesn't notify me. I'll look at it tomorrow.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>
Date: 01/03/2012 04:40 PM
Subject: VW Group - ORVR Information MY2013 Jetta Hybrid 1.4L

Hello Jim,

I hope you had a good holiday break and new year, and are looking forward to a great 2012!

Just so you are aware, today we submitted a ORVR document for the 2013 Jetta Hybrid for your review.
Please let me know if you have any questions.

Regards,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 1/9/2012 7:59:17 PM
Subject: Re: VW Group - Audi Q5 Hybrid

Not yet but I think it was a valid test. I think we'll see results tuesday morning if not this afternoon yet.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 01/09/2012 02:27 PM
Subject: VW Group - Audi Q5 Hybrid

Hi Jim,
Any shed results yet for last week's test?

Bill

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 1/10/2012 6:03:09 PM
Subject: RE: VW Group - Audi Q5 Hybrid standards

Let Ben Haynes know when you decide when you will pick it up. 734-214-4261

It still shows the wrong limit in at least some parts of Verify. I'll have to look around and see where it wasn't updated.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 01/10/2012 10:55 AM
Subject: RE: VW Group - Audi Q5 Hybrid standards

Hi Jim,
We have confirmed that the test data is acceptable, please release the vehicle for pick-up.

My message below regarding the standards in Verify is incorrect. After further investigation, I found that the Evap standards in the Verify system test group information were corrected on October 13, 2011 to reflect the LDT (6,000 GVWR and under) standards. At that time we submitted a revised Initial Application with new Sec. 7 CSI named CBI_CADXT02.0HUB_APP_INI_R01.PDF. It appears the erroneous information you have is based on the initial submission.

Thanks,
Bill

From: Rodgers, William
Sent: Tuesday, January 10, 2012 9:56 AM
To: 'Jim Snyder'
Subject: VW Group - Audi Q5 Hybrid standards

Hi Jim,
As a follow up to your call, the Q5 Hybrid Evap standards in Verify are incorrectly stated as LDT (6,001-8,500 GVWR standards). I will update Verify to reflect the correct LDT (6,000 GVWR and under) standards. It also looks like I need to correct the curb weight in Section 12 of the application so I will include that in the revised application. Thanks for the feedback.

Bill

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Giles, Michael" [michael.giles@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 1/26/2012 8:26:21 PM
Subject: RE: VW Group - Decision Information
william.rodgers@vw.com

I waived them.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 01/25/2012 02:44 PM
Subject: RE: VW Group - Decision Information

Jim,
The Decision Information for the T2B3 version was submitted as mentioned below. Please waive these also.
Vehicle ID: 464 00042/13, Configuration 0

Hopefully, I can avoid doing this again!

Bill

From: Rodgers, William
Sent: Wednesday, January 25, 2012 1:15 PM
To: 'Jim Snyder'
Cc: Giles, Michael
Subject: VW Group - Decision Information

Hello Jim,
I submitted the T2B5/ULEV VW CC tests and Decision Information we discussed this morning regarding a test data resubmission as 2013 model year, intended to replace the 2008 model year data you previously waived. The new Vehicle ID is: VW462 8-0062/13_Configuration 0. Please waive the confirmatory testing so I can enter the manufacturer confirmatory HWY test we did.

There will be another similar resubmission coming for the corresponding T2B3/SULEV version of this car.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William (EEO)"
Sent: Thur 2/14/2013 8:10:45 PM
Subject: RE: Test waiver VID VW324 30111/1

Got it thanks

From: Rodgers, William (EEO)
Sent: Thursday, February 14, 2013 1:18 PM
To: 'Jim Snyder' (Snyder.Jim@epamail.epa.gov)
Subject: Test waiver VID VW324 30111/1

Hi Jim,

I wasn't able to catch you at your desk. We received the following confirmatory test waiver but are wondering if you missed Configuration-1 (Beetle coupe), or are you planning to test it?

Testing Waived: VWX Vehicle ID: VW324 30111 Vehicle Configuration: 0

Thanks,

Bill Rodgers

VWGoA EEO

(248) 754-4219

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US@EPA;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]; N=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Arvon Mitcham/OU=AA/O=USEPA/C=US
Sent: Mon 2/23/2009 6:43:09 PM
Subject: Re: MY 2008 Equivalency Factors VW_AUDI UPDATE.xls
[MY 2008 Equivalency Factors VW_AUDI UPDATE.xls](#)
[10DUR-VWA-26654.pdf](#)

Dear Mr. Kata:

Attached is an electronic version of your 2010 Model Year Durability Approval Letter. A hard-copy has also been sent to you and it should be arriving soon. If you do not receive it, please let us know and we can send another hard copy or you can use this electronic version to generate a copy.

If you have any questions or concerns, please let us know. Thank you for your cooperation and we look forward to working with you in the future.

- Arvon L. Mitcham
Project Manager/Engineer
U.S. Environmental Protection Agency
Office of Transportation and Air Quality
Compliance and Innovative Strategies Division

"Kata, Leonard" <Leonard.Kata@vw.com>
Sent by: "Kata, Leonard" <Leonard.Kata@vw.com>
Received Date:
10/23/2008 11:56 AM
Transmission Date:
10/23/2008 11:56:54 AM
To Arvon Mitcham/AA/USEPA/US@EPA
cc
Subject MY 2008 Equivalency Factors VW_AUDI UPDATE.xls

Hello Arvon:

I have updated your industry spreadsheet with MY 2008 Equivalency Factors for Volkswagen, Audi, Bentley, Lamborghini, and Bugatti (see attachment). The only section that I worked on has the cells highlighted

light green. Updates include:

- Addition of missing information
- Removal of duplicated rows
- Grouping of information by Test Group and displacement (although I put the VW and Audi LDTs at the end of their respective lists)
- Addition of Bugatti
- Notation of Assigned DFs

I wasn't sure if you wanted to call out Bentley, Lamborghini, and Bugatti as manufacturers separate from the Volkswagen list.

Please let me of Bob Hart (robert.hart@vw.com) know if you have any additional questions.

Best regards,

Len

Leonard W. Kata
Manager
Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
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Cell: (248) 797-3886
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E-Mail: leonard.kata@vw.com



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
NATIONAL VEHICLE AND FUEL EMISSIONS LABORATORY
2565 PLYMOUTH ROAD
ANN ARBOR, MICHIGAN 48105-2498

OFFICE OF
AIR AND RADIATION

February 20, 2009

Mr. Leonard W. Kata
Manager, Emissions Regulation and Certification
Engineering and Environmental Office
Volkswagen of America, Inc.
3800 Hamlin Road
Auburn Hills, MI. 48326

Subject: Approval of the Carry-Over Request for Volkswagen's Model Year 2010
Alternative Durability Procedures

Dear Mr. Kata:

We received your letter dated January 30, 2009 requesting approval to carry-over Volkswagen's alternative whole vehicle and bench-aging durability procedures for the 2010 model year.

We have reviewed the attached package of materials you forwarded and deem that it is compliant with 40 CFR §86.1823-08(e). Therefore, we are approving your alternative whole vehicle and bench-aging durability procedure for the 2010 model year.

If you have questions or concerns regarding this approval, please contact Mr. Arvon L. Mitcham at (734) 214-4522 or Ms. Lynn Sohacki at (734) 214-4851. Thank you.

Respectfully,

Linc Wehrly, Manager
Light-Duty Vehicles Group

cc: Arvon L. Mitcham
Lynn Sohacki
U.S. EPA-OTAQ-CISD
10DUR-VWA-26654



Printed on Recycled Paper

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Mon 2/6/2012 1:06:22 PM
Subject: VW Group - Lamborghini Start-Stop Questions
william.rodgers@vw.com

Hello Jim,

Mike Giles is out today so I am forwarding this information in reply to your questions regarding the Lamborghini Aventador with Start&Stop technology, test group DNLXV06.5L83.

We have confirmed the following:

- 1) Production vehicles will have a button to deactivate/activate the Start&Stop operation on the driver command.
- 2) The strategy is DEFAULT ON (i.e. every time you start the engine, the Start&Stop system is enabled, independently on the status at key off).
- 3) The test vehicle is a pre-production unit and does not have the button installed, it is instead programmed to remain in Start&Stop ON mode. This is based on the expectation that tests are to be performed in that mode. If you chose to confirm this vehicle, please let us know if it is vital that a driver activated switch be installed in the test vehicle?

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

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United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: christoph.kohnen@vw.com[]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;leonard.kata@vw.com[];
eonard.kata@vw.com[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Mon 2/6/2012 5:58:57 PM
Subject: Re: SUBJECT: Evaporative durability aging fuel for gasoline vehicles
<http://www.epa.gov/otaq/regs/fuels/additive/e15/>

Christoph,

Please let me know how you are coming on my Evap durability questions. If, possible, I could use your answers in the next two weeks.

Thanks

Dave

From: David Good/AA/USEPA/US
To: christoph.kohnen@vw.com
Cc: leonard.kata@vw.com, Jim Snyder/AA/USEPA/US@EPA
Date: 12/16/2011 05:14 PM
Subject: SUBJECT: Evaporative durability aging fuel for gasoline vehicles

Dr. Kohnen,

Background: As you know, for evaporative durability programs, the provisions of 40 CFR 86.1824-08, require that the service accumulation fuel "contains ethanol in, at least, the highest concentration permissible in gasoline under federal law and that is commercially available in any state in the United States. Unless otherwise approved by the Administrator, the manufacturer must determine the appropriate ethanol concentration by selecting the highest legal concentration commercially available during the calendar year before the one in which the manufacturer begins its mileage accumulation." This requirement applies mostly to whole vehicle evaporative durability programs. For evaporative bench aging programs, aging procedures are required to be "designed using good engineering judgment, to evaluate the emission deterioration of evaporative control systems" including any deterioration caused by the effects of in-use fuels (including ethanol content) on the evaporative system; ref. 40 CFR 86.1824-08(d) and (e).

Status of E15 in-use fuel: As of November 15, 2011, E15 has been approved by EPA, but has not yet been registered with EPA (and therefore was not yet legal for distribution or for sale as a transportation fuel at that time). See <http://www.epa.gov/otaq/regs/fuels/additive/e15/>.

Manufacturer's evaporative durability programs: I'm thinking that most manufacturers will be proactive regarding the ethanol content of their evaporative service accumulation/bench aging fuel. For example, I'm thinking that some manufacturers may have already begun using E15 (or higher) evaporative durability fuel or will soon begin using it, especially for new evaporative families which are expected to be carried over for several years. [Note: I'm referring to the evaporative service accumulation/bench aging fuel only, not the evaporative test fuel.]

Questions: When you get a chance, please email us the following information:

1. Please describe what type of evaporative durability program(s) you are using for 2013 evaporative families, e.g. whole vehicle, bench aging, or both. If both, please provide the approximate

percentage of each.

2. Please describe your plans to phase in the use of E15 (or higher) for evaporative durability programs. If possible, please provide the ethanol content you intend to use for 2013, 2014 and 2015 model year evaporative durability programs.

For example, your response could indicate that "For the 2013 model year we will use bench aging evaporative durability programs, only. For the 2013 model year, we expect to have 5 evaporative/refueling families, of which 4 are carryover and will simulate the evaporative durability effects of E10 and one will simulate the evaporative durability effects of E15" with similar statements for 2014 and 2015 model year.

Thanks

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Wed 2/8/2012 3:36:21 PM
Subject: VW Group - 2.5L Certificate Requests
william.rodgers@vw.com

Hello Jim,

I've submitted 8 Certificate Requests covering the (4) 2013 Volkswagen 2.5L test groups listed below. There is no rush on these considering the market introduction date is June.

These requests are all carryovers based on 2012 test groups with no new tests or technical changes. The only difference from 2012 is that we chose to separate them into 4 (transmission specific) test groups for 2013 , i.e., 2 for automatic models and 2 for manual models. This was done for (MSAT) Cold NMHC Standard purposes. See below:

2012 Test Grp

2013 Test Grp

2013 Test Group Standard Cold NMHC

DVWXV02.5A59

Auto.

0.40

CVWXV02.5259

DVWXV02.5M59

Man.

0.30

DVWXV02.5U3A

Auto.

0.40

CVWXV02.5U35

DVWXV02.5U3M

Man.

0.30

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

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office (248) 754-4219

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william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA;"healy.steve@epamail.epa.gov"
[healy.steve@epamail.epa.gov]; healy.steve@epamail.epa.gov"
[healy.steve@epamail.epa.gov]
From: "Giles, Michael"
Sent: Thur 2/9/2012 1:13:04 PM
Subject: RE: VW Group - Lamborghini Start-Stop Questions
william.rodgers@vw.com

Hello Jim / Steve,

Regarding the confirmatory test for the Lamborghini Aventador (vehicle /Config. LB83-DSSCD / 0), the original availability date supplied in the D.I. request was March 14th. However, we were just informed that this date would need to be pushed back approximately 2 weeks.

I should have a firm date soon but wanted to let you know in case scheduling was underway. If it makes sense at this stage to correct this date in the DI , let me know.

Thanks,

Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, February 06, 2012 6:32 PM
To: Jim Snyder
Cc: Rodgers, William; Giles, Michael
Subject: Re: VW Group - Lamborghini Start-Stop Questions

I will be gone the rest of the week so call Steve Healy if any questions. x4121

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US

To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 02/06/2012 06:27 PM
Subject: Re: VW Group - Lamborghini Start-Stop Questions

Since the default is enabled, it resets to enabled, and its a low volume Lamborghini, I don't see a need to test with it disabled. If this was a more typical volume vehicle I would first require more info on the enablement parameters and that you to bring a sample vehicle for us to evaluate (like the Audis).

I would still like a list from them of the parameters and settings that enable/disable the feature.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 02/06/2012 08:52 AM
Subject: VW Group - Lamborghini Start-Stop Questions

Hello Jim,
Mike Giles is out today so I am forwarding this information in reply to your questions regarding the Lamborghini Aventador with Start&Stop technology, test group DNLXV06.5L83.

We have confirmed the following:

- 1) Production vehicles will have a button to deactivate/activate the Start&Stop operation on the driver command.
- 2) The strategy is DEFAULT ON (i.e. every time you start the engine, the Start&Stop system is enabled, independently on the status at key off).
- 3) The test vehicle is a pre-production unit and does not have the button installed, it is instead programmed to remain in Start&Stop ON mode. This is based on the expectation that tests are to be performed in that mode. If you chose to confirm this vehicle, please let us know if it is vital that a driver activated switch be installed in the test vehicle?

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Rodgers, William"
[William.Rodgers@vw.com]
From: "Hart, Robert (VWoA)"
Sent: Mon 2/13/2012 6:28:01 PM
Subject: VW Group: Request for Approval for an Alternate Cooling Fan for Emission Testing for
the MY 2013 Lamborghini Aventador
[CBI_DNLXV06.5L83_RFA_STP_R00.PDF](#)
robert.hart@vw.com

Hello Jim,

The Verify System is down, so if necessary, I will submit this through it when the system is working again.

The attachment is a request for approval of an alternate cooling fan for emission testing of the MY 2013
Lamborghini Aventador. Please see the attachment.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Tue 2/14/2012 12:24:42 PM
Subject: RE: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador
snyder.jim@epa.gov
Robert.Hart@vw.com
michael.giles@vw.com
William.Rodgers@vw.com
robert.hart@vw.com

Hello Jim,

Ex. 4 - CBI

Best regards,

Bob Hart

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, February 13, 2012 7:00 PM
To: Hart, Robert (VWoA)
Subject: Re: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Bob, I'm not sure I understand the graphic.

Ex. 4 - CBI

Ex. 4 - CBI

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency

(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 02/13/2012 01:27 PM
Subject: VW Group: Request for Approval for an Alternate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Hello Jim,

The Verify System is down, so if necessary, I will submit this through it when the system is working again.

The attachment is a request for approval of an alternate cooling fan for emission testing of the MY 2013 Lamborghini Aventador. Please see the attachment.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

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3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

[attachment "CBI_DNLXV06.5L83_RFA_STP_R00.PDF" deleted by Jim Snyder/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 2/14/2012 1:23:31 PM
Subject: VW Group - Decision Informations submitted - 12MY Beetle Conv Manual
william.rodgers@vw.com

Hi Jim,

I submitted two Decision Information's today to support running changes which added new models to 2012 test groups, CVWXV02.03PA and CADXJ02.03UA. Both represent Beetle Convertible 2.0L TFSI Manual trans. FEDV's already certified with no new technology.

Thanks and welcome back,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Tue 2/14/2012 9:16:51 PM
Subject: VW Group - Decision Informations submitted - 12MY Beetle Conv AUTOMATIC
william.rodgers@vw.com

Hi Jim,

I submitted Two more Decision Information's today to represent the Automatic transmission versions of those mentioned below.

Regards,

Bill

From: Rodgers, William
Sent: Tuesday, February 14, 2012 8:24 AM
To: 'Jim Snyder'
Subject: VW Group - Decision Informations submitted - 12MY Beetle Conv Manual

Hi Jim,

I submitted two Decision Information's today to support running changes which added new models to 2012 test groups, CVWXV02.03PA and CADXJ02.03UA. Both represent Beetle Convertible 2.0L TFSI Manual trans. FEDV's already certified with no new technology.

Thanks and welcome back,

Bill Rodgers

Emissions Certification Engineer

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Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 2/15/2012 1:29:33 PM
Subject: VW Group - Test waivers
[image001.gif](#)

Hi Jim,

I received test waivers last night for 3 of the 4 Beetle Convertible Decision Information's I submitted. I was wondering if the (4th submittal) FEDV selected below was a random pick?

It happens to be a 2009 VW Eos test vehicle that's been around a while that we recently tested to represent a 2012 Beetle Convertible. Please let me know if you want to waive it.

FYI - We will also be sending you Decision Information for two start/stop vehicles this week, 1- Audi V8 and 1-Bentley V8.

Thanks,

Bill

From: Verify Administrator
Subject: Vehicle selected for Test VW465 790007/09, Supplemental Information needed
Date: Tue 2/14/2012 6:57 PM

Your recent submission has been selected by the EPA for Confirmatory Testing for the following vehicle:
Manufacturer: ADX Vehicle ID: VW465 790007/09 Vehicle Configuration: 3 Please submit your supplemental information as soon as possible so that the EPA can schedule a test date. Below are the specific tests that will be run: 21 - Federal fuel 2-day exhaust (w/can load) 61 - Tier 2 Cert Gasoline 3 - HWFE 61 - Tier 2 Cert Gasoline 90 - US06 61 - Tier 2 Cert Gasoline

Vehicle ID: VW465 790007/09

Vehicle Configuration #: 3

Test Group Name: CADXJ02.03UA

Transaction Identifier: _8714bb1c-2873-4196-87aa-44db24014319

To: Verify Help Desk [verifyhelp@csc.com]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 2/15/2012 2:38:55 PM
Subject: Verify email notifications
william.rodgers@vw.com

Hello,

It appears that none of the Verify users here at Volkswagen are receiving email notifications for (at least) Confirmatory Test Waivers. Please investigate.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: Ex. 6
Sent: Wed 2/15/2012 4:42:39 PM
Subject: Re: Verify email notifications (HLP-2310)

Mr. Rodgers,

Verify help desk ticket HLP-2310 was opened for your request. Do you happen to know when the confirmatory tests were waived?

Ex. 6

Verify Help Desk
Staffed by Computer Sciences Corporation,
Contractor to the Environmental Protection Agency

This is a PRIVATE message. If you are not the intended recipient, please delete without copying and kindly advise us by e-mail of the mistake in delivery. NOTE: Regardless of content, this e-mail shall not operate to bind CSC to any order or other contract unless pursuant to explicit written agreement or government initiative expressly permitting the use of e-mail for such purpose.

"Rodgers,
William"
<William.Rodgers@vw.com> To
Verify Help Desk@CSC
cc
02/15/2012 09:38 AM Jim Snyder
<Snyder.Jim@epamail.epa.gov>
Subject
Verify email notifications

Hello,
It appears that none of the Verify users here at Volkswagen are receiving email notifications for (at least) Confirmatory Test Waivers. Please investigate.

Thanks,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to
the ENVIRONMENT!

To: "Rodgers, William" [William.Rodgers@vw.com]; im Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 2/15/2012 6:06:03 PM
Subject: RE: VW Group - Test waivers
william.rodgers@vw.com
[image001.gif](#)

Jim,

I need to correct my statement below regarding upcoming data for start-stop vehicles. The test data we will be submitting today are is not for Start-stop equipped vehicles.

Sorry for the confusion.

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Rodgers, William
Sent: Wednesday, February 15, 2012 8:30 AM
To: 'Jim Snyder'
Cc: Giles, Michael
Subject: VW Group - Test waivers

Hi Jim,

I received test waivers last night for 3 of the 4 Beetle Convertible Decision Information's I submitted. I was wondering if the (4th submittal) FEDV selected below was a random pick?

It happens to be a 2009 VW Eos test vehicle that's been around a while that we recently tested to represent a 2012 Beetle Convertible. Please let me know if you want to waive it.

FYI - We will also be sending you Decision Information for two start/stop vehicles this week, 1- Audi V8 and 1- Bentley V8.

Thanks,

Bill

From:

Verify Administrator

Subject:

Vehicle selected for Test VW465 790007/09, Supplemental Information needed

Date:

Tue 2/14/2012 6:57 PM

Your recent submission has been selected by the EPA for Confirmatory Testing for the following vehicle:
Manufacturer: ADX Vehicle ID: VW465 790007/09 Vehicle Configuration: 3 Please submit your supplemental information as soon as possible so that the EPA can schedule a test date. Below are the specific tests that will be run: 21 - Federal fuel 2-day exhaust (w/can load) 61 - Tier 2 Cert Gasoline 3 - HWFE 61 - Tier 2 Cert Gasoline 90 - US06 61 - Tier 2 Cert Gasoline

Vehicle ID: VW465 790007/09

Vehicle Configuration #: 3

Test Group Name: CADXJ02.03UA

Transaction Identifier: _8714bb1c-2873-4196-87aa-44db24014319

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Thur 2/16/2012 4:07:13 PM
Subject: VW Group - Confirmatory Testing ADX Vehicle ID: VW465 790007/09 Vehicle Configuration: 3
william.rodgers@vw.com

Hello Jim,

I submitted the Supplemental Information for the following vehicle.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

Your recent submission has been selected by the EPA for Confirmatory Testing for the following vehicle:

Manufacturer: ADX Vehicle ID: VW465 790007/09 Vehicle Configuration: 3 Please submit your supplemental information as soon as possible so that the EPA can schedule a test date. Below are the specific tests that will be run: 21 - Federal fuel 2-day exhaust (w/can load) 61 - Tier 2 Cert Gasoline 3 - HWFE 61 - Tier 2 Cert Gasoline 90 - US06 61 - Tier 2 Cert Gasoline

Vehicle ID: VW465 790007/09

Vehicle Configuration #: 3

Test Group Name: CADXJ02.03UA

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 2/16/2012 7:34:12 PM
Subject: VW Group - Bentley 4.0L Test Decision Information
william.rodgers@vw.com

Hello Jim,

As mentioned today, I have submitted the Decision Information for the following Bentley Continental V8 bi-turbo vehicles in test group DADXV04.03UJ.

D3UJ-BY62
0 EDV

D3UJ-BY62
1 FEDV

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Thur 2/16/2012 8:01:56 PM
Subject: VW Group - Decision Information

Hello Jim,

I uploaded a D.I. for the Audi S8 4.0L bi-turbo, in test group DADXV04.03UJ.

The Vehicle ID is: D3UJ-S8Q configuration 0.

Note, this vehicle is in the same test group as the Bentley Continental Bill recently sent. It has cylinder deactivation , and does not have start/stop.

Please advise if you have any questions.

Regards

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Rodgers, William"
[William.Rodgers@vw.com]
From: "Hart, Robert (VWoA)"
Sent: Tue 2/21/2012 12:32:34 PM
Subject: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission
Testing for the MY 2013 Lamborghini Aventador
[CBI_DNLXV06.5L83_RFA_STP_R00.PDF](#)
[Lamborghini Aventador Fan Placement.pdf](#)
robert.hart@vw.com

Hello Jim,

Ex. 4 - CBI

Regards

A.Baraldi

Please let me know what, if anything, should be submitted through the Verify System.

Best regards,

Bob Hart

From: Hart, Robert (VWoA)
Sent: Monday, February 13, 2012 1:28 PM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)

Cc: Giles, Michael; Rodgers, William

Subject: VW Group: Request for Approval for an Alternate Cooling Fan for Emission Testing for the MY 2013
Lamborghini Aventador

Hello Jim,

The Verify System is down, so if necessary, I will submit this through it when the system is working again.

The attachment is a request for approval of an alternate cooling fan for emission testing of the MY 2013
Lamborghini Aventador. Please see the attachment.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

VOLKSWAGEN

GROUP OF AMERICA

Mr. Jim Snyder
Compliance and Innovative Strategies Division
Office of Mobile Sources
U. S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, MI 48105

Leonard W. Kata Name
Manager Title
EEO Department
248-754-4204 Phone
248-754-4207 Fax
leonard.kata@vw.com E-Mail

February 13, 2012 Date

Subject: Approval Request for Alternate Cooling Fan Placement for Emissions
Testing for the MY 2013 Lamborghini Aventador

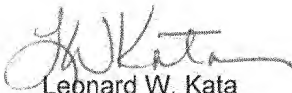
Dear Mr. Snyder,

We submit, on behalf of Automobili Lamborghini SpA, a request for approval of an alternate cooling fan placement for emission testing of the Lamborghini Aventador due to the unique configuration of the vehicle.

A diagram and explanation of the details is attached.

If you have any questions with regard to this request please contact our office in Auburn Hills at (248) 754-4229 or 754-4219.

Sincerely,



Leonard W. Kata
Volkswagen Group of America, Inc.

Engineering and Environmental Office

Enclosure(s)

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Wed 2/22/2012 1:52:14 PM
Subject: RE: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador
robert.hart@vw.com

Thank you Jim.

We just submitted the supplemental information for this vehicle. Please advise of the test date at your earliest convenience.

Regards,

Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, February 21, 2012 7:02 PM
To: Hart, Robert (VWoA)
Cc: Giles, Michael; Rodgers, William
Subject: Re: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Thank you , that is clearer.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 02/21/2012 07:32 AM
Subject: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Hello Jim,

Ex. 4 - CBI

A.Baraldi

Please let me know what, if anything, should be submitted through the Verify System.

Best regards,

Bob Hart

From: Hart, Robert (VWoA)
Sent: Monday, February 13, 2012 1:28 PM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Giles, Michael; Rodgers, William
Subject: VW Group: Request for Approval for an Alternate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Hello Jim,

The Verify System is down, so if necessary, I will submit this through it when the system is working again.

The attachment is a request for approval of an alternate cooling fan for emission testing of the MY 2013 Lamborghini Aventador. Please see the attachment.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

[attachment "CBI_DNLXV06.5L83_RFA_STP_R00.PDF" deleted by Jim Snyder/AA/USEPA/US] [attachment "Lamborghini Aventador Fan Placement.pdf" deleted by Jim Snyder/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Thur 2/23/2012 1:07:31 PM
Subject: RE: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador
robert.hart@vw.com

Hi Jim,

We received a EPA test date for this vehicle of 3/21. As I mentioned in my voice message today, Is it possible to bump this back a week? I left a message last week requesting a change to our originally available date last week if possible.

Just to clarify Lamborghini requested a change in earliest delivery date to 3/22. Please let me know if there is a problem with changing date so I can follow up.

Sorry for the confusion.

Regards

Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, February 21, 2012 7:02 PM
To: Hart, Robert (VWoA)
Cc: Giles, Michael; Rodgers, William
Subject: Re: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Thank you , that is clearer.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 02/21/2012 07:32 AM
Subject: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Hello Jim,

Ex. 4 - CBI

Regards
A.Baraldi

Please let me know what, if anything, should be submitted through the Verify System.

Best regards,

Bob Hart

From: Hart, Robert (VWoA)
Sent: Monday, February 13, 2012 1:28 PM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Giles, Michael; Rodgers, William
Subject: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Hello Jim,

The Verify System is down, so if necessary, I will submit this through it when the system is working again.

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Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

[attachment "CBI_DNLXV06.5L83_RFA_STP_R00.PDF" deleted by Jim Snyder/AA/USEPA/US] [attachment
"Lamborghini Aventador Fan Placement.pdf" deleted by Jim Snyder/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: David Good/AA/USEPA/US@EPA;"Kata, Leonard" [Leonard.Kata@vw.com]; Kata, Leonard" [Leonard.Kata@vw.com]; Harris, Dale" [Dale.Harris@vw.com]
From: "Thomas, Richard (EEO)"
Sent: Thur 3/1/2012 2:21:57 PM
Subject: 2011 Volkswagen Group NOx Fleet Average Credits
[CBI_BVWX_COMMON_CR1_AB_T_R00.xlsx](#)
[CBI_BVWX_COMMON_CR1_AB_T_R00.pdf](#)
Richard.Thomas@VW.com

Hello Jim;

Please find attached, the cover letter with spreadsheet printouts of the EPA NOx fleet average template as well as the Excel spreadsheet file. As it was stated in the letter the spreadsheet does not include the HLDT volumes, but it is of little consequence because all models are certified to the 0.07 g/mi NOx standard or better. None of the HLDT are certified better than 0.07 NOx. The total number of 2011 Volkswagen Group LDV/LLDT and HLDT is 333,336 units. If you see anything that needs to be corrected please let me know. I will attempt to place the pdf file into Verify, if you can tell me where it goes.

Best regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Thur 3/8/2012 4:51:12 PM
Subject: VW Group - 2013 Audi Certification Requests
william.rodgers@vw.com

Hello Jim,

I have submitted Initial Applications and Certification requests for the following 2013 Audi test groups.

The test group DAD XV02.03UA is a new LDV test group for 2013 and uses carry-across data from the 2012 LDV/LDT test group CADXJ02.03UA. This new 2013 test group no longer includes VW Tiguan (LDT1) models and some other VW models now being certified in Volkswagen test groups for 2013.

All other test groups listed are direct carry-overs from 2012.

DADXT03.0TLF – T2B5/ULEV carry-over

DAD XV02.03PA – T2B3/SULEV carry-over

DAD XV02.03UA – T2B5/ULEV new

All of these have normal start of production dates in week 22/2012, so no rush is necessary.

Please let me know if you have questions.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: "Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Sandra Somoza/OU=AA/O=USEPA/C=US
Sent: Thur 3/8/2012 5:30:20 PM
Subject: Re: VW Group: Investigation into Possible Manufacturer Profile Changes in Verify robert.hart@vw.com

Robert,

I am forwarding your question to your certification rep Jim Snyder.

Sandra Somoza
U.S. Environmental Protection Agency
Office of Transportation and Air Quality
Compliance Division
734 214-4704
somoza.sandra@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Sandra Somoza/AA/USEPA/US@EPA
Cc: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
Date: 03/08/2012 11:52 AM
Subject: VW Group: Investigation into Possible Manufacturer Profile Changes in Verify

Hello Sandra,

The Volkswagen Group is investigating the possibility of some changes in how it is listed in the Verify System.
Bob Peavyhouse made a suggestion to Richard Thomas that has the potential to considerably simplify the our submission processing for CAFE and GHG.

This is only a preliminary investigation and we are not sure that we can even do it for reasons we have yet to discover.
Currently the Volkswagen Group consists of Volkswagen, Audi, Bentley, Lamborghini and Bugatti.
Each of these manufacturers exist in Verify as a separate manufacturer with it's own login.

We are investigating the possibility of combining some or all of the five manufacturers under one entity – similar to other manufacturers (GM, Ford, Toyota, etc.) with more than one make.
This would, in theory, reduce the magnitude of permissions we have to set up and any number of other things in Verify in order to share data between all five manufacturers.

We need to know if it is possible to set up a single manufacturer group in Verify using manufacturers that already exist in Verify as individual manufacturers.
We also need to know what the ramifications of doing that would be. Would that, for instance, change the manufacturer name on the certificates of conformity?
Is it possible to keep the individual manufacturer names on the related certificates of conformity? Any other things to consider?

If this is even possible, we will have to get agreement from each of the affected manufacturers before we can move ahead with it.

For now we are trying to get answers to the questions we know they will ask.

Any insight that you can provide will be greatly appreciated.

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Tue 3/13/2012 12:58:17 PM
Subject: RE: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501
snyder.jim@epa.gov
michael.giles@vw.com
snyder.jim@epa.gov
michael.giles@vw.com
[\[mailto:Snyder.Jim@epamail.epa.gov\]](mailto:[mailto:Snyder.Jim@epamail.epa.gov])
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com

Hi Jim,

Thanks for the quick response. I was able to get the cert request through this time. I also submitted a revised initial application with the new CSI.

Please review this application at your earliest convenience.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, March 12, 2012 4:18 PM
To: Jim Snyder
Cc: Giles, Michael
Subject: RE: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Yes, they recommend putting in 9999.99 for standard

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Giles, Michael" <michael.giles@vw.com>
Date: 03/12/2012 04:02 PM
Subject: RE: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

For flex fuel, you only need to do the E10 evap tests.

For OCREE, I guess you need to put something higher in the methane and N2O limits. Either equal to your methane w/DF, or just 9999. I'll ask the Verify staff what they are typically recommending but they are in a meeting this afternoon.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA

Date: 03/12/2012 02:02 PM
Subject: RE: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Hi Jim –

Besides the issue below, the methane test failed once DF was added . This prevented the cert request from processing.

Note, we (VW Group) are using opt-CREE. Our understanding is that methane (and N2O) standards only apply if when using CREE option.

Can you advise or call me to discuss.

Thanks,
Mike

From: Giles, Michael
Sent: Monday, March 12, 2012 1:33 PM
To: 'Jim Snyder'
Subject: RE: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Thanks for the follow up. I see that my cert request was rejected for failed tests. We are working on it now anyway ... so a good time to fix it.

I have a related question – for these flex fuel concepts, should we list gasoline evap tests in the CSI? I believe we only need to list the worst case (E10) tests, is this correct?

Thanks,
Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, March 12, 2012 1:27 PM
To: Giles, Michael
Subject: Re: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Mike, I don't see it in the queue. Just the 3 Audi requests.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>
Date: 03/07/2012 01:22 PM
Subject: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Hello Jim,

We submitted a cert request for the Bentley test group DBEXV06.0501. This is for the Continental Flying Spur, Continental Supersports Convertible, Continental GT and GTC carlines.

Please note this is a carryover test group with no new vehicles tested. We would appreciate your review at your earliest convenience. Please call me if you have any questions on this request.

Regards,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Tue 3/13/2012 12:58:25 PM
Subject: Investigation into possible changes for VW Group in the Verify System
robert.hart@vw.com

Hello Jim,

I need to have a brief discussion with you regarding the topic in an e-mail that I sent to Sandra Somoza that she forwarded to you.

We are investigating the possibility of reconfiguring the Volkswagen Group in the Verify System.

We are looking at consolidating some or all five of our manufacturers under one group to simplify our interaction with the Verify System.

We need to know any negative aspects of making this change.

This will require "buy in" from Audi, VW, Bentley, Lamborghini and Bugatti because the test group names will all have the same identifier and, unless I am wrong, the certificates will all come under the same group name. For instance, if a Volkswagen Group was created to contain all five manufacturers, then all certificates would come back as Volkswagen Group certificates.

This is the type of question that I need answers for. If it proves beneficial to do this, in order to "sell" it, I will need the answers to all of the questions that I know the group will ask.

I have not had any luck catching you at your desk. I have been trying to call you several times over the last few days without success. I did not leave any messages.

Please call me or let me know when it would be a good time for me to call you to discuss this.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 3/13/2012 3:45:56 PM
Subject: VW Group - 4 Certificate Requests for the Audi 4.0L V8 Bi-turbo
william.rodgers@vw.com

Hello Jim,

I have submitted the following Initial Application and Certificate Requests for the 2013 Audi test group DAD XV04.03UJ. I would greatly appreciate if you could expedite a Certificate of Conformity for this one, considering the start of production of April 16th for the Bentley models and needed time for ARB certification.

Evaporative Family DAD XR0155D4A represents the FEDV models Audi A8 and A8L with Stop Start technology. These FEDV tests are under way and will be forthcoming in the near future. All other EDV and FEDV tests for the test group have been submitted.

Test Group/Evap Family

DAD XV04.03UJ- DAD XR0130D61

DAD XV04.03UJ- DAD XR0155D4B

DAD XV04.03UJ- DAD XR0155D4A

DAD XV04.03UJ- DAD XR0140C7A

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Tue 3/13/2012 4:38:27 PM
Subject: Re: Transmission Lock-Up Definitions in Verify
robert.hart@vw.com

Bob H,

Regarding your question about what should be entered for the lock-up field for CVT transmissions, for about 60% of the CVT transmissions in Verify, manufacturers have entered No (and about 40 % they entered Yes). for 2011-2013 data in Verify.

Use your own judgment on what to enter in VW/Audi's case-----but as Bob P said, please be consistent from Test group info to FE Label to CAFE data entry.

Dave

From: Robert Peavyhouse/AA/USEPA/US
To: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Cc: David Good/AA/USEPA/US@EPA, Jim Snyder/AA/USEPA/US@EPA, "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
Date: 03/13/2012 09:48 AM
Subject: Re: Transmission Lock-Up Definitions in Verify

Bob,

From my standpoint (processing labels and CAFE), it doesn't really matter unless you have multiple models and the only difference is that one of them has lockup=yes, and the other lockup=no. The only thing that matters to the processing of the data is that you are consistent throughout the certification and labeling process.

However, Dave Good deals more with the fuel economy guide, and he does have a preferred way to keep things consistent between manufacturers. So I will defer to Dave to give you guidance on this issue.

The biggest problem I see is when a manufacturer lists a certified model in their test group one way, and then changes it when labeling. CAFE uses all of the data already entered in Label, so it really isn't a problem for CAFE other than this is where the inconsistency is currently flagged. We have a business rule in the works to keep this from happening in future labels, but it won't be in place until May 11th.

But as I mentioned, it doesn't matter to the processing as long as you are consistent.

Robert Peavyhouse
Compliance Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814

fax: (734) 214-4053
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: David Good/AA/USEPA/US@EPA, "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, Jim Snyder/AA/USEPA/US@EPA
Date: 03/12/2012 11:44 AM
Subject: Transmission Lock-Up Definitions in Verify

Hello Bob,

I had a discussion with Dave Good regarding automated manual transmissions and double clutch automatic transmissions.

I believe we finally have the lock-up definition that has been plaguing Richard Thomas with the CAFE and GHG submissions nearly corrected in our system.

To recap:

Automated manual and double clutch (DSG) transmissions with a manual shift mode (by paddles or shift lever) will come under the new designation: "AMS" with Verify Release 10.

Lock-up refers to "transmission lock-up", not torque converter lock-up, for these transmissions and the answer is: "Y" (yes).

For MY 2012 and prior model years we will leave the DSG transmissions designated as Semi-Automatic (SA) and set the lock-up to "Y".

For our automated manual (AM) transmissions, the transmission lock-up is currently set to "N" (no). Should it be set to "Y"?

Currently, transmission lock-up for our CVT transmissions is set to "N".

Based on my understanding of the definition of "transmission lock-up", the answer for our CVT transmissions (no torque converter used) should be "Y". Is this true?

Let me know if the above is correct.

We will correct whatever is necessary based on your response.

I think, with these answers, this will finally end the confusion with this issue for us.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 3/14/2012 11:28:29 AM
Subject: RE: VW Group - 4 Certificate Requests for the Audi 4.0L V8 Bi-turbo
snyder.jim@epa.gov
William.Rodgers@vw.com
michael.giles@vw.com
Robert.Hart@vw.com
william.rodgers@vw.com

Thanks.

Mike Giles will address the 6.0L CSI. Perhaps it has cylinder deactivation so the 2.0L CSI would still apply....just a thought J

We are checking on the payment issue.

Bill

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, March 13, 2012 6:12 PM
To: Rodgers, William
Subject: Re: VW Group - 4 Certificate Requests for the Audi 4.0L V8 Bi-turbo

Bill, the cert application for the Bentley 6.0L has the wrong CSI in it. The CSI is from a 2.0L Jetta. I scanned the 4.0L Part one's CSI and didn't notice any issues.

Also, I don't see fee payment on the 3.0L Audi yet. I'll wait a few more days on that one.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 03/13/2012 11:46 AM
Subject: VW Group - 4 Certificate Requests for the Audi 4.0L V8 Bi-turbo

Hello Jim,

I have submitted the following Initial Application and Certificate Requests for the 2013 Audi test group DAD XV04.03UJ. I would greatly appreciate if you could expedite a Certificate of Conformity for this one, considering the start of production of April 16th for the Bentley models and needed time for ARB certification.

Evaporative Family DAD XR0155D4A represents the FEDV models Audi A8 and A8L with Stop Start technology.

These FEDV tests are under way and will be forthcoming in the near future. All other EDV and FEDV tests for the test group have been submitted.

Test Group/Evap Family

DAD XV04.03UJ- DAD XR0130D61

DAD XV04.03UJ- DAD XR0155D4B

DAD XV04.03UJ- DAD XR0155D4A

DAD XV04.03UJ- DAD XR0140C7A

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Wed 3/14/2012 11:55:39 AM
Subject: VW Group - Bentley 6.0L application correction

Hello Jim,

I corrected the Bentley Application which had the wrong CSI. Revision 02 (CBI and FOI) have been uploaded.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 3/14/2012 12:47:56 PM
Subject: FW: 2013 Audi Certification Fee Filing Forms
[2013 EPA Cert Fees DADXT03.0TLF toEPA.pdf](#)
[2013 EPA Cert Fees DADXJ03.03UF to EPA.pdf](#)
[20120314084207633.pdf](#)
Richard.Thomas@VW.com

Jim,

The 3.0L payment was made February 24th. Please check with Willem VandenBroek.

Regards,

Bill

From: Thomas, Richard (EEO)
Sent: Wednesday, March 14, 2012 8:39 AM
To: EPA Certification Fee Filing Forms (fees@epa.gov)
Cc: Rodgers, William; VandenBroek.Willem@epamail.epa.gov
Subject: 2013 Audi Certification Fee Filing Forms

Please find attached two Audi test groups fee filings forms. Payment of \$65,356 was electronically made on February 24, 2012. If you have any questions please contact me directly.

Regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com



**U.S. ENVIRONMENTAL PROTECTION AGENCY
MOTOR VEHICLE AND ENGINE COMPLIANCE PROGRAM
ON-HIGHWAY FEE FILING FORM**

FOR CERTIFICATION APPLICATIONS RECEIVED IN CALENDAR YEAR 2012

Manufacturer Name VOLKSWAGEN Group of America, Inc.

Address 3800 Hamlin Road

City/State/Zip Code/Country Auburn Hills, MI 48326

On-Highway Certification Request Type (check one)

- | | |
|--|---|
| <input checked="" type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) FEDERAL (\$32,678) | <input type="checkbox"/> HDV EVAP-ONLY (\$511) |
| <input type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) CAL-ONLY (\$16,899) | <input type="checkbox"/> HDE CALIF-ONLY (\$511) |
| <input type="checkbox"/> HDE (Engine Dyno cert) FEDERAL (\$42,506) | <input type="checkbox"/> MOTORCYCLE (\$1,210) |
| | <input type="checkbox"/> LD/MDPV/HDV ICI (\$53,639) |

EPA standard family or test group name:

D A D X T 0 3 . 0 T L F

Amount paid (U.S. Funds Only):

\$ 32,678.00

Enter the check number, or the statement "WIRE" or "ACH":

EFT

Reduced Fee Section (40 CFR §1027.120)

Reduced fee calculation (minimum initial payment \$750): Total number of vehicles/units covered: _____

Aggregate retail sales price of the vehicles/units: \$ _____ x 1% = \$ _____

Check box if an Independent Commercial Importer: ☐ List the VIN of imported vehicles/engines below:

| | | |
|--|--|--|
| | | |
| | | |

Company Representative: Richard Thomas

Signature:

Title: Emission Cert Strategist Phone/Fax: 248 754 4113 / 248 754 4207 Date: 02/14/2012

E-mail Address: Richard.Thomas@VW.com

Submission of payments and forms:

- (1) Online: **Forms** may be found and submitted with or without **payments** online at www.Pay.gov.
- (2) By mail: For check payments only, send **checks** and this **form** to:

**Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
P.O. Box 979032
St. Louis, MO 63197-9000**

- (3) Transmit offline **Wire payments** to the **New York Federal Reserve Bank**. (See Instructions, p.2)
- (4) Transmit offline **ACH payments** to the **Federal Reserve Bank of Cleveland**. (Instructions, p.2)
- (5) **Forms** not submitted under (1) and (2) above can be sent as email attachments to Fees@epa.gov. Forms and payments sent in ways other than the above may be delayed or ineffective. See the Instructions for sending checks and forms by private mail service (e.g., Federal Express).

The public reporting and recordkeeping burden for this collection of information is estimated to average 18 minutes per response. Send comments on EPA's need for this information, the accuracy of the provided burden estimate, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques, to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., N.W., Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed Form 3520-29 to this address.

This form expires: 1/1/2013



**U.S. ENVIRONMENTAL PROTECTION AGENCY
MOTOR VEHICLE AND ENGINE COMPLIANCE PROGRAM
ON-HIGHWAY FEE FILING FORM**

FOR CERTIFICATION APPLICATIONS RECEIVED IN CALENDAR YEAR 2012

Manufacturer Name VOLKSWAGEN Group of America, Inc.

Address 3800 Hamlin Road

City/State/Zip Code/Country Auburn Hills, MI 48326

On-Highway Certification Request Type (check one)

- | | |
|--|---|
| <input checked="" type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) FEDERAL (\$32,678) | <input type="checkbox"/> HDV EVAP-ONLY (\$511) |
| <input type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) CAL-ONLY (\$16,899) | <input type="checkbox"/> HDE CALIF-ONLY (\$511) |
| <input type="checkbox"/> HDE (Engine Dyno cert) FEDERAL (\$42,506) | <input type="checkbox"/> MOTORCYCLE (\$1,210) |
| | <input type="checkbox"/> LD/MDPV/HDV ICI (\$53,639) |

EPA standard family or test group name:

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| D | A | D | X | J | 0 | 3 | . | 0 | 3 | U | F |
|---|---|---|---|---|---|---|---|---|---|---|---|

Amount paid (U.S. Funds Only):

\$ 32,678.00

Enter the check number, or the statement "WIRE" or "ACH":

EFT

Reduced Fee Section (40 CFR §1027.120)

Reduced fee calculation (minimum initial payment \$750): Total number of vehicles/units covered: _____

Aggregate retail sales price of the vehicles/units: \$ _____ x 1% = \$ _____

Check box if an Independent Commercial Importer: ☐ List the VIN of imported vehicles/engines below:

| | | |
|--|--|--|
| | | |
| | | |

Company Representative: Richard Thomas

Signature:

Title: Emission Cert Strategist Phone/Fax: 248 754 4113 / 248 754 4207 Date: 02/14/2012

E-mail Address: Richard.Thomas@VW.com

Submission of payments and forms:

- (1) Online: **Forms** may be found and submitted with or without **payments** online at www.Pay.gov.
- (2) By mail: For check payments only, send **checks** and this **form** to:

**Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
P.O. Box 979032
St. Louis, MO 63197-9000**

- (3) Transmit offline **Wire payments** to the New York Federal Reserve Bank. (See Instructions, p.2)
- (4) Transmit offline **ACH payments** to the Federal Reserve Bank of Cleveland. (Instructions, p.2)
- (5) **Forms** not submitted under (1) and (2) above can be sent as email attachments to Fees@epa.gov. Forms and payments sent in ways other than the above may be delayed or ineffective. See the Instructions for sending checks and forms by private mail service (e.g., Federal Express).

The public reporting and recordkeeping burden for this collection of information is estimated to average 18 minutes per response. Send comments on EPA's need for this information, the accuracy of the provided burden estimate, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques, to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., N.W., Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed Form 3520-29 to this address.

This form expires: 1/1/2013

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 3/15/2012 10:42:30 AM
Subject: FW: Confirmation of Certification Fees Payment

Jim, FYI.

-----Original Message-----

From: Thomas, Richard (EEO)
Sent: Wednesday, March 14, 2012 1:28 PM
To: Rodgers, William
Subject: FW: Confirmation of Certification Fees Payment

Paid !

-----Original Message-----

From: fees@epa.gov [mailto:fees@epa.gov]
Sent: Wednesday, March 14, 2012 1:28 PM
To: Thomas, Richard (EEO)
Subject: Confirmation of Certification Fees Payment

To the representative for Audi:

Your certification Fee Filing Form(s) submitted for the following family or test group(s) and the associated financial documentation for your payment of \$65356.00 were received on 03/14/2012.

- DADXT03.0TLF

- DADXJ03.03UF

This message indicates only that EPA has received record of your payment and form(s) for the above certification fee. It does not constitute the granting of a Certificate of Conformity by EPA or convey any information about the status of your certification application for the subject family or test group(s).

Please do not respond to this email. If you have any questions regarding certification of the family or test group(s), please contact your EPA Certification Representative; for questions on fees, contact Fees@epa.gov.

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Kata, Leonard" [Leonard.Kata@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Thur 3/15/2012 2:53:25 PM
Subject: Audi 4.0L V8 Description - Test Group DAD XV04.03UJ
[Pages from SSP607 WG DE.pdf](#)
william.rodgers@vw.com
[image002.png](#)

Hello Jim,

I received some information regarding the following questions you posed to me yesterday during our phone conversation:

- 1) Is the Start-stop function controlled by brake pedal switch activation or brake hydraulic pressure, other?

Answer:

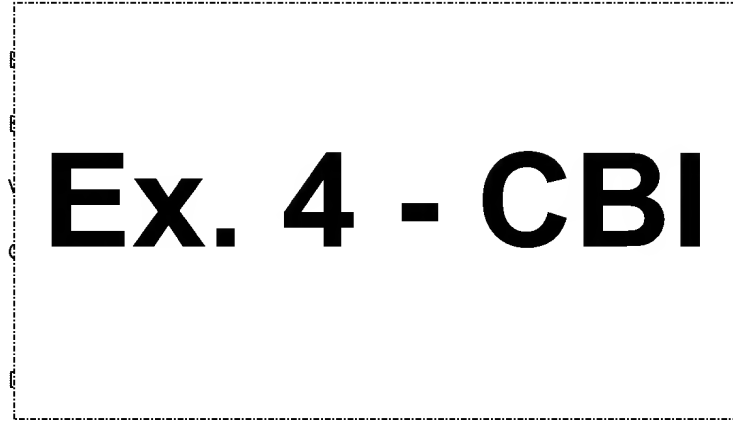
Ex. 4 - CBI

- 2) Please provide diagrams or presentation on Audi Cylinder Deactivation explaining the design and function.

Answer:

Ex. 4 - CBI

Operating Conditions:



Please let me know if you have further questions.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Mon 3/19/2012 5:32:35 PM
Subject: VW Group - Decision Information VID: AU641 10375/13
william.rodgers@vw.com

Hello Jim,

I Have uploaded a Decision Information to Verify for the following test group and VID. This is for the 2013 Audi A8L equipped with our VW-designed W12 engine.

The tests represent an increased ETW to 5,250, from 5,000 in 2012, due to the addition of rear A/C in the passenger compartment. The final drive was also changed to optimize MPG but no new technology is included.

Test group: DVWXXV06.3UA8

VID: AU641 10375/13

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
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United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Wed 3/21/2012 5:50:57 PM
Subject: VW Group - Decision Information for test group DADXJ03.03UF
william.rodgers@vw.com

Hello Jim,

I have submitted the following Decision Information to Verify for your consideration. This test vehicle was tested in both Start-stop modes; Stop-start activated (VID Config-0) and deactivated (VID Config-1). As the result, we plan to average the tests for fuel economy. The Configuration-0 represents the worst case EDV for the test group, Audi A8 3.0L V6 (supercharged) with Stop-start activated.

Evaporative testing was also performed on Configuration-0 as the result of a new Evap. Family which now uses a small in-line bleed canister.

Please let me know if you have any questions.

Test Group: DADXJ03.03UF

Evap. Family: DADXR0155D4A

VID: D3UF-DAQ Configuration-0

VID: D3UF-DAQ Configuration-1

Regards,

Bill Rodgers

Emissions Certification Engineer

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United States

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william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Thur 3/22/2012 6:13:08 PM
Subject: VW Group - questions about DF's

Hello Jim,

Could you confirm that for the new EPA assigned ADF's (CD-12-07), that we should still use the listed NMOG values as DF's for NMHC and methane?

On a related note, I understand that starting with MY14 we will no longer be able to use NMOG DF's for methane. If so, would carryover test groups be exempt from this requirement?

Thanks

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Mon 3/26/2012 12:02:35 PM
Subject: VW Group - Bugatti Test Group DBGTV08.0V16

Hello Jim,

Today we submitted our certification request for Bugatti Test Group DBGTV08.0V16. This is a carryover test group, with EPA assigned DF's. Please note, these values were changed to the new additive values per EPA's latest guidance letter CD-12-07. So the certification values on the CSI will be slightly different.

Please let me know if any questions arise on review of this request.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Kata, Leonard"
[Leonard.Kata@vw.com]
From: "Rodgers, William"
Sent: Mon 3/26/2012 6:28:08 PM
Subject: VW Group - Conditional Certificate Request for Test Grp DADXJ03.03UF
william.rodgers@vw.com

Hello Jim,

I have submitted the following Certificate Requests for the Audi Test Group DADXJ03.03UF, Audi A8 (start-stop) and S-models with 3.0L TFSI V6. The A8 requires a conditional Certificate due to the short lead time before planned production start-up and pending EPA confirmatory tests. It would be great if we could get these approved by the end of this week, Mar. 30th .

Test Grp/Evap Family

DADXJ03.03UF-DADXR0155D4A - conditional

DADXJ03.03UF-DADXR0140B8A

Thanks,

Bill Rodgers

Emissions Certification Engineer

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Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Mon 3/26/2012 6:43:45 PM
Subject: VW Group - Wednesday testing information

Hi Jim,

Just a follow up to my voice message:

As you know we have two vehicles scheduled to begin testing at EPA on Wednesday (a Volkswagen and a Lamborghini.).

I am planning to be there Wednesday to witness the start of both tests if possible. For the VW test, we also have an engineer from Germany (Tobias Glas) who is planning to be there. For Lamborghini, there are 4 other engineers. I understand that there are usually limits to the number of witnesses, but would like to see if that is a hard rule in the case of the Lamborghini as they have requested I be there if possible.

Some other information about the Lamborghini: During the testing over the last week, there was some wheel slip which occurred during the US06 test, making it difficult to maintain the trace. We think this may have something to do with the rollers, because they did not seem to have this issue at their dyno. We just want to let you know about this in case the same thing happens at EPA.

Also, would it be possible for us to meet briefly, and possibly get a small tour of the testing facilities?

Lastly, if you could forward a testing schedule when it is available, it would be appreciated.

Please call me if you have any questions.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

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3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Tue 3/27/2012 1:18:48 PM
Subject: VW Group - Lamborghini follow up

Hello Jim,

Just to follow up on a couple open points,

For the production vehicles, there will be a button to disable start-stop. But for the test vehicle, we do not have this button since it was decided that we were only doing confirmatory testing in active mode.

Also, there is in fact brake pressure activation. However we are told it is "minimal". So, it might not be apparent to the driver compared to an Audi system.

Hope this helps,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

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FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Tue 3/27/2012 3:41:26 PM
Subject: VW Group - Confirmatory tests for Audi A8 VID D3UF-DAQ
william.rodgers@vw.com

Hello Jim,

I have submitted the Confirmatory test Supplemental Information for the VID D3UF-DAQ (A8 3.0L TFSI V6), Configuration 0 and Configuration 1

I have also changed the vehicle availability date in the Decision Information to April 30, 2012.

Please proceed with scheduling these tests and let me know as soon as possible if April 30th is acceptable.

Regards,

Bill Rodgers

Emissions Certification Engineer

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Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Tue 3/27/2012 5:00:38 PM
Subject: RE: VW Group - Lamborghini follow up
snyder.jim@epa.gov
michael.giles@vw.com

Hi Jim,

Yes, engine bonnet open is good.

Thanks,

Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, March 27, 2012 12:32 PM
To: Giles, Michael
Subject: Re: VW Group - Lamborghini follow up

Can you also verify the engine bonnet position? We normally test with it open unless requested otherwise.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/27/2012 09:18 AM
Subject: VW Group - Lamborghini follow up

Hello Jim,

Just to follow up on a couple open points,

For the production vehicles, there will be a button to disable start-stop. But for the test vehicle, we do not have this button since it was decided that we were only doing confirmatory testing in active mode.

Also, there is in fact brake pressure activation. However we are told it is "minimal". So, it might not be apparent to the driver compared to an Audi system.

Hope this helps,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

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Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Tue 3/27/2012 9:09:54 PM
Subject: VW Group - Decision Information for VID D3UF-BMQ and D3UF-BAQ
william.rodgers@vw.com

Hello Jim,

I submitted Decision Information for the follow test group and VID's. These represent FEDV models for this 3.0L TFSI V6 test group with No Start-stop technology. No new technology is included. Please let me know if you have any questions.

Test Group: DADXJ03.03UF

FEDV

VID: D3UF-BMQ, Configuration-0 (S5 Coupe with manual trans.)

VID: D3UF-BAQ , Configuration-0 (S4 Sedan/S5 Coupe with automatic trans.)

VID: D3UF-BAQ, Configuration-1 (S4 Sedan /S5 Coupe with automatic trans.)

Regards,

Bill Rodgers

Emissions Certification Engineer

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office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 3/28/2012 7:21:17 PM
Subject: VW Group - Decision Information Audi 4.2L V8 (VID D3UL-BSQ)
william.rodgers@vw.com

Hi Jim,

I submitted tests and Decision Information for the following test group and vehicles:

These tests represent 2013 Audi RS5 Coupe and RS5 Cabriolet models with a hi-performance 4.2L V8 (naturally aspirated). No new technology is involved. Manufacturer confirmatory FTP and HWY tests are required for Configuration-0 being a potential Gas Guzzler.

Please let me know your decision as soon as possible so we can plan accordingly.

Test Group: DAD XV04.23UL

D3UL-BSQ, Configuration 0 (EDV – RS5 Cabriolet)

D3UL-BSQ, Configuration 1 (RS5 Coupe)

Thanks,

Bill Rodgers

Emissions Certification Engineer

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Engineering and Environmental Office

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Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Thur 3/29/2012 11:39:45 AM
Subject: VW Group - Decision Information for Audi A8 4.0T VID D3UJ-DAQ
william.rodgers@vw.com

Hello Jim,

I submitted the Decision Information for the 2013 Audi A8/A8L 4.0T V8 with Cyl. Deactivation and Start-stop. This is the vehicle we discussed that you were interested in confirming. A manufacturer confirmatory HWY test is required should it be waived.

Please let us know as soon as possible what your decision is.

Test Group: DAD XV04.03UJ

VID: D3UJ-DAQ, Configuration-0

Thanks,

Bill Rodgers

Emissions Certification Engineer

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Engineering and Environmental Office

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Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Thur 3/29/2012 11:45:55 AM
Subject: RE: VW confirmatory results
snyder.jim@epa.gov

Thanks Jim!

Regards,

Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, March 28, 2012 4:30 PM
To: Giles, Michael
Cc: Vincent Mazaitis
Subject: VW confirmatory results

Mike, here's the data. Its also in Verify. Don't get too used to this fast turnaround, its not typical.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Thur 3/29/2012 2:58:05 PM
Subject: RE: Lamborghini Laboratory Test Data
snyder.jim@epa.gov

Thanks Jim,

Lamborghini is reviewing the data, if they feel it is necessary we might call to discuss.

Could you double check that the lab guys have kept the fuel drain hose with the vehicle? I think we just put it on the seat for the transport.

Thanks

Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, March 29, 2012 10:03 AM
To: Giles, Michael
Subject: Fw: Lamborghini Laboratory Test Data

Mike , here's the Lambo data. Passes but FE is off. We can talk after you've looked it over.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 03/29/2012 10:01 AM -----

From: Vincent Mazaitis/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/29/2012 06:58 AM
Subject: Lamborghini Laboratory Test Data

Jim,

Official results are in Verify.

Vince Mazaitis

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Thur 3/29/2012 5:05:11 PM
Subject: VW Group - Decision Information VID D3UJ-S7Q

Hello Jim,

I submitted Tests and Decision Information for the following test group and VIDs representing new 4.0L TFSI V8 FEDVs. Manufacturer Confirmatory tests for both configurations are required due to high fuel economy for the ETW.

Test Group: DADXV04.03UJ

D3UJ-S7Q, Configuration 0 (Audi S7 – No Start-stop)

D3UJ-S7Q, Configuration 1 (Audi S6 – No Start-stop)

To: Jim Snyder/AA/USEPA/US@EPA;Vincent Mazaitis/AA/USEPA/US@EPA[]; incent Mazaitis/AA/USEPA/US@EPA[]
Cc: "Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Thur 3/29/2012 6:30:14 PM
Subject: RE: Lamborghini Laboratory Test Data
snyder.jim@epa.gov

Hi Jim and Vincent,

Lamborghini is *not* requesting a re-test. Therefore, we would like to know when the vehicle can be released. We will be making the transportation arrangements soon. Please advise.

Lastly, thanks again for your help and the tour yesterday, it was appreciated by all.

Regards

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

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3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, March 29, 2012 10:03 AM
To: Giles, Michael
Subject: Fw: Lamborghini Laboratory Test Data

Mike , here's the Lambo data. Passes but FE is off. We can talk after you've looked it over.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

----- Forwarded by Jim Snyder/AA/USEPA/US on 03/29/2012 10:01 AM -----

From: Vincent Mazaitis/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/29/2012 06:58 AM
Subject: Lamborghini Laboratory Test Data

Jim,

Official results are in Verify.

Vince Mazaitis

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Thur 3/29/2012 7:02:25 PM
Subject: RE: VW confirmatory results
snyder.jim@epa.gov
michael.giles@vw.com
<mailto:Snyder.Jim@epamail.epa.gov>
snyder.jim@epa.gov

Jim,

This one is still in discussion, we hope to let you know tomorrow.

Thanks,

Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, March 29, 2012 2:56 PM
To: Giles, Michael
Subject: RE: VW confirmatory results

Any word on the Audi "Beetle" ? Should I reschedule a hwy and US06 or will accept initial results?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/29/2012 07:45 AM
Subject: RE: VW confirmatory results

Thanks Jim!

Regards,
Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, March 28, 2012 4:30 PM
To: Giles, Michael
Cc: Vincent Mazaitis
Subject: VW confirmatory results

Mike, here's the data. Its also in Verify. Don't get too used to this fast turnaround, its not typical.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Vincent Mazaitis/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 4/2/2012 12:49:03 PM
Subject: VW Group - Eos Release VID CAD-3UA
william.rodgers@vw.com

Hello Jim,

We will accept the tests that were performed last week on the VW Eos VID CAD-3UA. Please release the vehicle for pick up.

Regards,

Bill Rodgers

Emissions Certification Engineer

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fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Vincent Mazaitis/AA/USEPA/US@EPA;"Giles, Michael" [michael.giles@vw.com];
Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Mon 4/2/2012 1:25:47 PM
Subject: RE: VW Group - Eos Release VID CAD-3UA
william.rodgers@vw.com
william.rodgers@vw.com

Jim/Vince,

We have confirmed that we will pick up both the Lamborghini Aventador and VW Eos test vehicles today.
Please provide Security with the keys for our driver.

Regards,

Bill Rodgers

Emissions Certification Engineer

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United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Rodgers, William
Sent: Monday, April 02, 2012 8:49 AM
To: 'Jim Snyder' (Snyder.Jim@epamail.epa.gov)
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: VW Group - Eos Release VID CAD-3UA

Hello Jim,

We will accept the tests that were performed last week on the VW Eos VID CAD-3UA. Please release the vehicle for pick up.

Regards,

Bill Rodgers

Emissions Certification Engineer

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fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 4/2/2012 6:09:02 PM
Subject: VW Group - Supplemental Information for VID D3UJ-DAQ
william.rodgers@vw.com

Jim,

I submitted the SI for the Audi A8 4.0T, VID D3UJ-DAQ. Please proceed with scheduling the test for May 9 if possible. This will help us coordinate with the other Audi test (VID D3UF-DAQ) we have scheduled that day. Please let me know as soon as possible given the short time for vehicle shipping.

Thanks,

Bill Rodgers

Emissions Certification Engineer

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office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Tue 4/3/2012 4:43:48 PM
Subject: VW Group - Decision Information Submissions For Audi 2.0L TFSI Test Group DADXV02.03UB
william.rodgers@vw.com

Hello Jim,

I submitted to VERIFY the Tests and Decision Information for the following Vehicle IDs in the gasoline fueled test group DADXV02.03UB.

I included the comments from our Input xml files. Note, the VERIFY system is stripping out the comments when it generates our Report xml files.

These tests are for the same 2.0L TFSI models as 2012, but with new software and tests to optimize fuel economy. Please let me know if you have questions.

di-DFUB-BAQ,_Configuration-0

This represents the 2013 Audi A4 Sedan quattro / A5 Coupe quattro as FEDV models. No new technology exists. Manuf. Confirmatory tests for FTP/HWY are required for high MPG for the ETA

di-DFUB-BAQ,_Configuration-1

This represents the 2013 Audi A5 Cabrio quattro as the worst case EDV for this test group. No new technology exists. Manuf. Confirmatory tests for FTP/HWY are required for high MPG for the ETA

di-DFUB-BAA,_Configuration-0

Represents 2013 Audi A4 allroad quattro as a FEDV. No new technology included. Manuf. Confirmatory tests FTP/HWY are required because of high MPG for the ETW

di-D3UB-BMQ,_Configuration-0

Represents 2013 Audi A4 quattro with manual transmission as a FEDV. No new technology included. Manuf. Confirmatory tests FTP/HWY are required because of high MPG for the ETW

di-D3UB-BMQ,_Configuration-1

Represents 2013 Audi A5 Coupe quattro with manual transmission as a FEDV. No new technology included. Manuf. Confirmatory tests FTP/HWY are required because of high MPG for the ETW

di-D3UB-BAF,_Configuration-0

Represents 2013 Audi A4 FWD with CVT trans as a FEDV. No new technology included. Manuf. Confirmatory tests FTP/HWY are required because of high MPG for the ETW

di-D3UB-BAF,_Configuration-1

Represents 2013 Audi A5 Cabrio FWD with CVT trans as a FEDV. No new technology included. Manuf. Confirmatory tests FTP/HWY are required because of high MPG for the ETW

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Kata, Leonard" [Leonard.Kata@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 4/4/2012 1:09:15 PM
Subject: VW Group - Audi A8 Test Drive
william.rodgers@vw.com

Hello Jim,

We would like to schedule time at your facility on Tuesday afternoon May 8th to allow you and EPA staff to test drive a 2013 Audi A8 4.0L V8 equipped with Start-Stop and Cylinder Deactivation technologies. We plan to have Audi Engineers available during the time of the test drives to answer any questions that you or other staff may have. Please let us know if this date is acceptable and what block of time will work best for you. As you know, Audi representatives will already be at EPA for confirmatory testing the morning of May 8 and 9th so either afternoon is acceptable for us. An alternative might be Monday May 7th after we deliver the test vehicle but the fore mentioned dates are preferred.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Thomas, Richard (EEO)"
Sent: Wed 4/11/2012 3:27:25 PM
Subject: RE: 3.0L A8 timing
snyder.jim@epa.gov

Hi Jim;

Thanks for checking but, I spoke with Germany this morning and they have to stay with the current schedule. We hope to deliver the car on Monday, April 30th with first test scheduled for May 2nd.

Best regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

From: Jim Snyder [<mailto:Snyder.Jim@epamail.epa.gov>]
Sent: Wednesday, April 11, 2012 10:06 AM
To: Thomas, Richard (EEO)
Subject: 3.0L A8 timing

I talked to Ben Haynes in the lab and he is willing to consider moving up the 3.0L A8 if you give us some idea of when it could be available.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 4/12/2012 10:45:44 AM
Subject: RE: VW Group - Certificate Requests for Audi 2.0L TFSI
snyder.jim@epa.gov
William.Rodgers@vw.com
michael.giles@vw.com
mailto:Snyder.Jim@epamail.epa.gov
snyder.jim@epa.gov
William.Rodgers@vw.com
Snyder.Jim@epamail.epa.gov
william.rodgers@vw.com

Very good. Thanks for the help.

Bill

From: Jim Snyder [<mailto:Snyder.Jim@epamail.epa.gov>]
Sent: Wednesday, April 11, 2012 5:10 PM
To: Rodgers, William
Subject: RE: VW Group - Certificate Requests for Audi 2.0L TFSI

I'll try for thurs if I get time , if not, then monday.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 04/11/2012 12:59 PM
Subject: RE: VW Group - Certificate Requests for Audi 2.0L TFSI

Yes the Audi application is a higher priority now.
Thanks,
Bill

From: Jim Snyder [<mailto:Snyder.Jim@epamail.epa.gov>]

Sent: Wednesday, April 11, 2012 12:21 PM
To: Rodgers, William
Subject: RE: VW Group - Certificate Requests for Audi 2.0L TFSI

I was working on the Bugatti cert. Would you prefer I focus on the Audis instead?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 04/11/2012 11:36 AM
Subject: RE: VW Group - Certificate Requests for Audi 2.0L TFSI

Hi Jim,
Is there any possibility to get the certificates requested on April 5th for test group DAD XV02.03UB by early next week?

We've got a small dealer demo fleet that the Sales Dept. wants to release to dealers earlier than expected.

Thanks,
Bill

From: Rodgers, William
Sent: Thursday, April 05, 2012 4:26 PM
To: 'Jim Snyder' (Snyder.Jim@epamail.epa.gov)
Subject: VW Group - Certificate Requests for Audi 2.0L TFSI

Hi Jim,
I submitted the Initial Application and following Certificate Requests for the Audi 2.0L TFSI (non-FFV) Test Group DAD XV02.03UB. I erroneously indicated a conditional certificate for the evaporative family 140C7A, when in fact it uses carryover test data from 2012.

cert_request_DAD XV02.03UB_DAD XR0140B8A – conditional pending manufacturer confirmatory tests for high fuel economy.

cert_request_DAD XV02.03UB_DAD XR0140C7A

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Fri 4/13/2012 7:01:48 PM
Subject: FW: Certificate DAD XV02.03UB-011 with Evap Family DADXR0140B8A has been issued

Hello Jim,

Thanks for pushing these Audi 2.0L certificates through on short notice.

To answer your phone message question regarding why they were requested as conditional, I requested them as conditional only because we have not yet completed the Manufacturer Confirmatory tests, required due to high fuel economy for the ETW. After I thought about it, perhaps a conditional certificate is not necessary since we are only confirming fuel economy and not emissions. What is correct on that?

Bill

-----Original Message-----

From: no-reply@epa.gov [mailto:no-reply@epa.gov]
Sent: Friday, April 13, 2012 8:16 AM
To: Rodgers, William; Giles, Michael; Hart, Robert (VWoA); VWoA EEO Government
Subject: Certificate DAD XV02.03UB-011 with Evap Family DADXR0140B8A has been issued

The following is a courtesy copy of status message for a Verify submission. Any references made to links refer to links which will appear in the CDX Inbox message.

Certificate Number DAD XV02.03UB-011 with Evaporative Family DADXR0140B8A has been issued. A copy of the signed certificate is attached below.

The Verify submission this message relates to has the following values:

Test Group Name: DAD XV02.03UB

The following transaction identifier has been assigned to this request:

_191c9fe0-55ab-4cae-b00c-3b33b1a2bcca

Please do not reply to this message.

Certificate Number DAD XV02.03UB-010 with Evaporative Family DADXR0140C7A has been issued. A copy of the signed certificate is attached below.

The Verify submission this message relates to has the following values:

Test Group Name: DAD XV02.03UB

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Giles, Michael" [michael.giles@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 2/6/2012 11:32:28 PM
Subject: Re: VW Group - Lamborghini Start-Stop Questions
william.rodgers@vw.com

I will be gone the rest of the week so call Steve Healy if any questions. x4121

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 02/06/2012 06:27 PM
Subject: Re: VW Group - Lamborghini Start-Stop Questions

Since the default is enabled, it resets to enabled, and its a low volume Lamborghini, I don't see a need to test with it disabled. If this was a more typical volume vehicle I would first require more info on the enablement parameters and that you to bring a sample vehicle for us to evaluate (like the Audis).

I would still like a list from them of the parameters and settings that enable/disable the feature.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 02/06/2012 08:52 AM
Subject: VW Group - Lamborghini Start-Stop Questions

Hello Jim,
Mike Giles is out today so I am forwarding this information in reply to your questions regarding the

Lamborghini Aventador with Start&Stop technology, test group DNLXV06.5L83.

We have confirmed the following:

- 1) Production vehicles will have a button to deactivate/activate the Start&Stop operation on the driver command.
- 2) The strategy is DEFAULT ON (i.e. every time you start the engine, the Start&Stop system is enabled, independently on the status at key off).
- 3) The test vehicle is a pre-production unit and does not have the button installed, it is instead programmed to remain in Start&Stop ON mode. This is based on the expectation that tests are to be performed in that mode. If you chose to confirm this vehicle, please let us know if it is vital that a driver activated switch be installed in the test vehicle?

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 2/14/2012 12:09:23 AM
Subject: Re: VW Group - 2.5L Certificate Requests
william.rodgers@vw.com

Thanks for the explanation Bill. I just got back today and I'm pretty buried so its good to know they are time critical.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 02/08/2012 10:36 AM
Subject: VW Group - 2.5L Certificate Requests

Hello Jim,
I've submitted 8 Certificate Requests covering the (4) 2013 Volkswagen 2.5L test groups listed below.
There is no rush on these considering the market introduction date is June.

These requests are all carryovers based on 2012 test groups with no new tests or technical changes. The only difference from 2012 is that we chose to separate them into 4 (transmission specific) test groups for 2013, i.e., 2 for automatic models and 2 for manual models. This was done for (MSAT) Cold NMHC Standard purposes. See below:

| 2012 Test Grp | 2013 Test Grp | 2013 Test Group Standard Cold NMHC |
|---------------|--------------------|------------------------------------|
| | DVWXV02.5A59 Auto. | 0.40 |
| CVWXV02.5259 | DVWXV02.5M59 Man. | 0.30 |
| | DVWXV02.5U3A Auto. | 0.40 |
| CVWXV02.5U35 | DVWXV02.5U3M Man. | 0.30 |

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: "Giles, Michael" [michael.giles@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 2/22/2012 12:01:43 AM
Subject: Re: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador
[Lambo alternate fan approval.pdf](#)
robert.hart@vw.com

Thank you , that is clearer.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 02/21/2012 07:32 AM
Subject: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Hello Jim,

Ex. 4 - CBI

Regards
A.Baraldi

Please let me know what, if anything, should be submitted through the Verify System.

Best regards,

Bob Hart

From: Hart, Robert (VWoA)
Sent: Monday, February 13, 2012 1:28 PM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)

Cc: Giles, Michael; Rodgers, William

Subject: VW Group: Request for Approval for an Alternate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Hello Jim,

The Verify System is down, so if necessary, I will submit this through it when the system is working again.

The attachment is a request for approval of an alternate cooling fan for emission testing of the MY 2013 Lamborghini Aventador. Please see the attachment.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

[attachment "CBI_DNLXV06.5L83_RFA_STP_R00.PDF" deleted by Jim Snyder/AA/USEPA/US] [attachment "Lamborghini Aventador Fan Placement.pdf" deleted by Jim Snyder/AA/USEPA/US]

VOLKSWAGEN

GROUP OF AMERICA

Mr. Jim Snyder
Compliance and Innovative Strategies Division
Office of Mobile Sources
U. S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, MI 48105

Leonard W. Kata Name
Manager Title
EEO Department
248-754-4204 Phone
248-754-4207 Fax
leonard.kata@vw.com E-Mail

February 13, 2012 Date

Subject: Approval Request for Alternate Cooling Fan Placement for Emissions
Testing for the MY 2013 Lamborghini Aventador

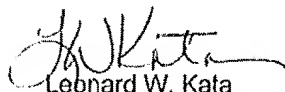
Dear Mr. Snyder,

We submit, on behalf of Automobili Lamborghini SpA, a request for approval of an alternate cooling fan placement for emission testing of the Lamborghini Aventador due to the unique configuration of the vehicle.

A diagram and explanation of the details is attached.

If you have any questions with regard to this request please contact our office in Auburn Hills at (248) 754-4229 or 754-4219.

Sincerely,



Leonard W. Kata
Volkswagen Group of America, Inc.

REVIEWED AND ACCEPTED
DATE 2/22/12 EPA REP [Signature]

Engineering and Environmental Office

Enclosure(s)

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 2/23/2012 1:41:07 PM
Subject: RE: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador
robert.hart@vw.com

Sorry, I thought that got revised . I just called Ben and asked him to push it back a week.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 02/23/2012 08:07 AM
Subject: RE: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Hi Jim,

We received a EPA test date for this vehicle of 3/21. As I mentioned in my voice message today, Is it possible to bump this back a week? I left a message last week requesting a change to our originally available date last week if possible.

Just to clarify Lamborghini requested a change in earliest delivery date to 3/22. Please let me know if there is a problem with changing date so I can follow up.

Sorry for the confusion.

Regards
Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, February 21, 2012 7:02 PM
To: Hart, Robert (VWoA)
Cc: Giles, Michael; Rodgers, William
Subject: Re: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Thank you , that is clearer.
Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 02/21/2012 07:32 AM
Subject: FW: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Hello Jim,

Ex. 4 - CBI

Regards
A.Baraldi

Please let me know what, if anything, should be submitted through the Verify System.

Best regards,

Bob Hart

From: Hart, Robert (VWoA)
Sent: Monday, February 13, 2012 1:28 PM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Giles, Michael; Rodgers, William
Subject: VW Group: Request for Approval for an Altenate Cooling Fan for Emission Testing for the MY 2013 Lamborghini Aventador

Hello Jim,

The Verify System is down, so if necessary, I will submit this through it when the system is working again.

The attachment is a request for approval of an alternate cooling fan for emission testing of the MY 2013 Lamborghini Aventador. Please see the attachment.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

[attachment "CBI_DNLXV06.5L83_RFA_STP_R00.PDF" deleted by Jim Snyder/AA/USEPA/US] [attachment
"Lamborghini Aventador Fan Placement.pdf" deleted by Jim Snyder/AA/USEPA/US]

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 3/12/2012 5:26:42 PM
Subject: Re: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Mike, I don't see it in the queue. Just the 3 Audi requests.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>
Date: 03/07/2012 01:22 PM
Subject: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Hello Jim,

We submitted a cert request for the Bentley test group DBEX06.0501. This is for the Continental Flying Spur, Continental Supersports Convertible, Continental GT and GTC carlines.

Please note this is a carryover test group with no new vehicles tested. We would appreciate your review at your earliest convenience. Please call me if you have any questions on this request.

Regards,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 3/12/2012 8:18:11 PM
Subject: RE: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501
[\[mailto:Snyder.Jim@epamail.epa.gov\]](mailto:Snyder.Jim@epamail.epa.gov)
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com

Yes, they recommend putting in 9999.99 for standard

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Giles, Michael" <michael.giles@vw.com>
Date: 03/12/2012 04:02 PM
Subject: RE: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

For flex fuel, you only need to do the E10 evap tests.

For OCREE, I guess you need to put something higher in the methane and N2O limits. Either equal to your methane w/DF, or just 9999. I'll ask the Verify staff what they are typically recommending but they are in a meeting this afternoon.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/12/2012 02:02 PM
Subject: RE: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Hi Jim –

Besides the issue below, the methane test failed once DF was added . This prevented the cert request from processing.

Note, we (VW Group) are using opt-CREE. Our understanding is that methane (and N2O) standards only apply if when using CREE option.

Can you advise or call me to discuss.

Thanks,
Mike

From: Giles, Michael
Sent: Monday, March 12, 2012 1:33 PM
To: 'Jim Snyder'
Subject: RE: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Thanks for the follow up. I see that my cert request was rejected for failed tests. We are working on it now anyway ... so a good time to fix it.

I have a related question – for these flex fuel concepts, should we list gasoline evap tests in the CSI? I believe we only need to list the worst case (E10) tests, is this correct?

Thanks,
Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, March 12, 2012 1:27 PM
To: Giles, Michael
Subject: Re: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Mike, I don't see it in the queue. Just the 3 Audi requests.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>
Date: 03/07/2012 01:22 PM
Subject: VW Group - Request for Certificate for Bentley Test Group DBEX06.0501

Hello Jim,

We submitted a cert request for the Bentley tets group DBEXV06.0501. This is for the Continental Flying Spur, Continental Supersports Convertible, Continental GT and GTC carlines.

Please note this is a carryover test group with no new vehicles tested. We would appreciate your reviewl at your earliest convenience. Please call me if you have any questions on this request.

Regards,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/13/2012 10:12:21 PM
Subject: Re: VW Group - 4 Certificate Requests for the Audi 4.0L V8 Bi-turbo
william.rodgers@vw.com

Bill, the cert application for the Bentley 6.0L has the wrong CSI in it. The CSI is from a 2.0L Jetta. I scanned the 4.0L Part one's CSI and didn't notice any issues.

Also, I don't see fee payment on the 3.0L Audi yet. I'll wait a few more days on that one.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 03/13/2012 11:46 AM
Subject: VW Group - 4 Certificate Requests for the Audi 4.0L V8 Bi-turbo

Hello Jim,
I have submitted the following Initial Application and Certificate Requests for the 2013 Audi test group DADXV04.03UJ. I would greatly appreciate if you could expedite a Certificate of Conformity for this one, considering the start of production of April 16th for the Bentley models and needed time for ARB certification.

Evaporative Family DADXR0155D4A represents the FEDV models Audi A8 and A8L with Stop Start technology. These FEDV tests are under way and will be forthcoming in the near future. All other EDV and FEDV tests for the test group have been submitted.

Test Group/Evap Family
DADXV04.03UJ- DADXR0130D61
DADXV04.03UJ- DADXR0155D4B
DADXV04.03UJ- DADXR0155D4A
DADXV04.03UJ- DADXR0140C7A

Thanks,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 3/26/2012 8:42:59 PM
Subject: Re: VW Group - Wednesday testing information

Mike, I forgot to give you Vince Mazaitis' phone number. He supports all our group's lab testing that we do. He starts early so you should ask for him when you and the others get here wednesday. He's at 214-4864.

Also, I assume they showed Ben how to start and drive the car when they dropped it off, but they didn't mention to him about the start/stop feature. I assume this is transparent to the driver?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>
Date: 03/26/2012 02:43 PM
Subject: VW Group - Wednesday testing information

Hi Jim,

Just a follow up to my voice message:

As you know we have two vehicles scheduled to begin testing at EPA on Wednesday (a Volkswagen and a Lamborghini.).

I am planning to be there Wednesday to witness the start of both tests if possible. For the VW test, we also have an engineer from Germany (Tobias Glas) who is planning to be there. For Lamborghini, there are 4 other engineers. I understand that there are usually limits to the number of witnesses, but would like to see if that is a hard rule in the case of the Lamborghini as they have requested I be there if possible.

Some other information about the Lamborghini: During the testing over the last week, there was some wheel slip which occurred during the US06 test, making it difficult to maintain the trace. We think this may have something to do with the rollers, because they did not seem to have this issue at their dyno. We just want to let you know about this in case the same thing happens at EPA.

Also, would it be possible for us to meet briefly, and possibly get a small tour of the testing facilities?

Lastly, if you could forward a testing schedule when it is available, it would be appreciated.

Please call me if you have any questions.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/27/2012 4:31:45 PM
Subject: Re: VW Group - Lamborghini follow up

Can you also verify the engine bonnet position? We normally test with it open unless requested otherwise.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/27/2012 09:18 AM
Subject: VW Group - Lamborghini follow up

Hello Jim,

Just to follow up on a couple open points,

For the production vehicles, there will be a button to disable start-stop. But for the test vehicle, we do not have this button since it was decided that we were only doing confirmatory testing in active mode.

Also, there is in fact brake pressure activation. However we are told it is "minimal". So, it might not be apparent to the driver compared to an Audi system.

Hope this helps,
Mike
Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/27/2012 8:02:39 PM
Subject: Message on GHG early credit reports

Early Credits Report Due March 30, 2012

We wish to remind manufacturers that reports that detail participation in the optional early CO2 credit programs under EPA's light-duty vehicle greenhouse gas regulations are due no later than 90 days after the end of the 2011 model year (see 40 CFR 86.1867-12(e)). For most manufacturers, this means that the required reports must be submitted to EPA by Friday, March 30, 2012. See 40 CFR 86.1867-12(e) for the specific reporting requirements, but please note that the general stated requirement is that the report contain "all information necessary for the calculation of the manufacturer's early credits in each of the 2009 through 2011 model years." This requirement is especially important because our Verify system is neither receiving detailed values nor making or verifying any of the calculations. Thus, EPA intends to carefully review these reports to ensure consistency and equity across manufacturers, and we will be able to ensure a level playing field only if the reports clearly show how the early credits were determined. If you have any questions, you may direct them to your EPA certification representative, or to Rob French at 734-214-4380, or french.roberts@epa.gov. Please submit your reports through Verify and send a copy to Rob French.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Giles, Michael" [michael.giles@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 3/28/2012 8:29:49 PM
Subject: VW confirmatory results
[2013 VW beetle confirmatory test results.pdf](#)

Mike, here's the data. Its also in Verify. Don't get too used to this fast turnaround, its not typical.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

CEI2T
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2012-0133-001

Vehicle ID: VW465 790007/09

Test Information



Test Date: 3/28/2012
Key Start / Hot Soak: 07:11:34 / 09:36
Fuel Container ID: F00023
Fuel Type: 61 Tier 2 Cert Test Fuel
Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa
Calculation Method: Gasoline
Pretest Remarks:

MFR Name: AUDI
MFR Codes: 640 ADX
Config #: 03
Transmission: S
Shift Schedule: A09980005
Beginning Odometer: 005391.0 MI
Drive Schedule: flp3bag
Soak Period: 20.9 hours

Bag Data

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Phase 1 | | | | | | |
| Sample | 11.975 | 80.830 | 1.070 | 1.197 | 3.230 | |
| Ambient | 2.418 | 0.402 | 0.035 | 0.049 | 2.031 | |
| Net Concentration | 9.775 | 80.464 | 1.039 | 1.153 | 1.382 | 8.258 |

Remarks:

Phase 2

| | | | | | | |
|-------------------|-------|-------|-------|-------|-------|--------|
| Sample | 2.286 | 2.738 | 0.101 | 0.776 | 1.944 | |
| Ambient | 2.402 | 0.371 | 0.039 | 0.048 | 2.028 | |
| Net Concentration | 0.024 | 2.389 | 0.064 | 0.731 | 0.033 | -0.012 |

Remarks:

Phase 3

| | | | | | | |
|-------------------|-------|--------|-------|-------|-------|--------|
| Sample | 2.288 | 16.826 | 0.053 | 1.065 | 1.974 | |
| Ambient | 2.407 | 0.364 | 0.042 | 0.047 | 2.040 | |
| Net Concentration | 0.073 | 16.491 | 0.015 | 1.022 | 0.096 | -0.033 |

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|----------|-----------------|-------------|--------------|--------------|--------------|-------------------------------------|------------------|
| Phase 1 | 0.091 | 1.510 | 0.029 | 339.9 | 0.015 | 0.077 / 0.080 | 26.054 |
| Phase 2 | 0.000 | 0.072 | 0.003 | 344.7 | 0.001 | 0.000 / 0.000 | 25.888 |
| Phase 3 | 0.001 | 0.309 | 0.000 | 301.1 | 0.001 | 0.000 / 0.000 | 29.593 |
| Weighted | 0.01923 | 0.43560 | 0.00766 | 331.695 | 0.00366 | (NMOG=1.04xNMHC) 0.0159 / 0.0166 | |

Fuel Economy

| | Gasoline MPG |
|----------|--------------|
| Phase 1 | 25.99 |
| Phase 2 | 25.83 |
| Phase 3 | 29.52 |
| Weighted | 26.76 |

Dyno Settings

Dyno #: D002
Inertia: 3625
EPA Set Co A: 8.29
EPA Set Co B: 0.20559999
EPA Set Co C: 0.021129999
Emiss-Bench: D002

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2012-0133-001

Vehicle ID: VW465 790007/09

| Results | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.327 | 5.436 | 0.105 | 1223.6 | 0.053 | 0.276 | 1.098 |
| Phase 2 | 0.001 | 0.276 | 0.011 | 1329.3 | 0.002 | 0.000 | |
| Phase 3 | 0.002 | 1.113 | 0.002 | 1083.5 | 0.004 | 0.000 | |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---------------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 28.76 | 28.76 | 28.76 | |
| Avg Cell Temp (degF) | 75.02 | 75.14 | 75.68 | |
| Dew Point (degF) | 49.22 | 49.78 | 48.16 | |
| Specific Humidity (grains/lbm) | 54.13 | 55.27 | 51.98 | |
| NOx Corr Factor | 0.9107 | 0.9151 | 0.9024 | |
| CO2 Dilution Factor | 11.110 | 17.253 | 12.554 | |
| CFV Vmix (scf @68F) | 2049.02 | 3508.42 | 2046.47 | |
| CVS Flow Rate Avg (scfm) | 242.39 | 241.88 | 242.00 | |
| Fan Placement: One Fan - Down - Front | | | | |
| Phase Time (secs) | 507.20 | 870.30 | 507.40 | |
| Distance (miles) | 3.600 | 3.857 | 3.598 | |
| Bag Analysis Time (secs) | 77.0 | 74.0 | 73.6 | |

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|-------------------------------------|--------|-------|-------|-----|------|------------|
| 1E+07 | 0.0224 | 0.45 | 0.005 | 325 | 0 | 0.018 |
| Odometer | MPG | PM | | | | |
| 5237 M | 27.4 | 0.002 | | | | |
| MPG is 2.39 % higher than EPA MPG | | | | | | |
| MFR Lab: Volkswagen AG, Dept EASZ/1 | | | | | | |
| Dyno: | | | | | | |
| Fuel: 61 Tier 2 Cert Gasoline | | | | | | |

CERT
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2012-0133-003

Vehicle ID: VW465 790007/09

Test Information



Test Date: 3/28/2012
Key Start: 08:27:02
Fuel Container ID: F00023
Fuel Type: 61 Tier 2 Cert Test Fuel
Test Procedure: 03 HWFET (hwhetprep_hwhet)
Calculation Method: Gasoline
Pretest Remarks:

MFR Name: AUDI
MFR Codes: 640 ADX
Config #: 03
Transmission: S
Shift Schedule: A09980011
Beginning Odometer: 005404.0 MI
Drive Schedule: hwhet_hwhet

Bag Data

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Phase 1 | | | | | | |
| Sample | 2.955 | 7.593 | 0.113 | 1.489 | 2.079 | |
| Ambient | 2.451 | 0.309 | 0.060 | 0.048 | 1.999 | |
| Net Concentration | 0.776 | 7.318 | 0.059 | 1.447 | 0.303 | 0.444 |

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|---------|-----------------|-------------|--------------|--------------|--------------|----------------------|------------------|
| Phase 1 | 0.004 | 0.072 | 0.001 | 222.3 | 0.002 | 0.002 / 0.002 | 40.132 |

(NMOG=1.04xNMHC)

Fuel Economy

Gasoline MPG
Phase 1 40.04

Dyno Settings

Dyno #: D002
Inertia: 3625
EPA Set Co A: 8.29
EPA Set Co B: 0.20559999
EPA Set Co C: 0.021129999
Emiss-Bench: D002

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2012-0133-003

Vehicle ID: VW465 790007/09

Results



| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC</u> | <u>Meth Response</u> |
|---------|---------------|-----------|------------|------------|------------|-------------|----------------------|
| | (grams) | (grams) | (grams) | (grams) | (grams) | (grams) | |
| Phase 1 | 0.038 | 0.733 | 0.009 | 2275.9 | 0.017 | 0.022 | 1.098 |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|--------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 28.76 | | | |
| Avg Cell Temp (degF) | 75.54 | | | |
| Dew Point (degF) | 49.28 | | | |
| Specific Humidity (grains/lbm) | 54.24 | | | |
| NOx Corr Factor | 0.9111 | | | |
| CO2 Dilution Factor | 8.991 | | | |
| CFV Vmix (scf @88F) | 3036.20 | | | |

CVS Flow Rate Avg (scfm) 238.13

Fan Placement: One Fan - Down - Front

| | |
|--------------------------|--------|
| Phase Time (secs) | 764.99 |
| Distance (miles) | 10.239 |
| Bag Analysis Time (secs) | 74.9 |

MFR Test Results

for Procedure 3 HWFE

| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> |
|-------------------|-----------|-----------|------------|------------|-------------|-------------------|
| 1E+07 | 0.0017 | 0.15 | 0.001 | 210 | 0 | 0.0004 |


| <u>Odometer</u> | <u>MPG</u> | PM |
|-----------------|------------|-------|
| 5248 M | 42.4 | 0.002 |

MPG is 5.90 % higher than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno:
Fuel: 61 Tier 2 Cert Gasoline

CERT

| NVFEL Laboratory Test Data | | | | | | | CVS |
|--|---------------------|---------------------------|------------|-----------------------------|------------|-------------------------------------|----------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2012-0133-002 | | | | Vehicle ID: VW465 790007/09 | | | |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 15%;">  </div> <div style="width: 65%;"> Test Information Test Date: 3/28/2012 Key Start: 09:11:05 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 89 us062bag (us06warmup_2bagus06) Calculation Method: Gasoline Pretest Remarks: </div> <div style="width: 20%;"> MFR Name: AUDI MFR Codes: 640 ADX Config #: 03 Transmission: S Shift Schedule: A09980041 Beginning Odometer: 005425.0 MI Drive Schedule: us06warmup_2bagus06 </div> </div> | | | | | | | |
| Bag Data | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> | |
| | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Phase 1 | | | | | | | |
| Sample | 3.445 | 175.199 | 1.850 | 0.828 | 2.389 | | |
| Ambient | 2.377 | 0.565 | 0.016 | 0.045 | 1.968 | | |
| Net Concentration | 1.218 | 174.670 | 1.835 | 0.786 | 0.546 | 0.619 | |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | 5.809 | 207.290 | 0.182 | 1.129 | 2.948 | | |
| Ambient | 2.418 | 0.548 | 0.027 | 0.045 | 1.965 | | |
| Net Concentration | 3.599 | 206.789 | 0.158 | 1.087 | 1.152 | 2.335 | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Results | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> | <u>Vol MPG</u> |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.024 | 6.876 | 0.108 | 486.2 | 0.012 | 0.012 / 0.013 | 17.956 |
| Phase 2 | 0.031 | 3.560 | 0.004 | 294.1 | 0.011 | 0.020 / 0.021 | 29.767 |
| Composite | 0.02914 | 4.29697 | 0.02723 | 336.831 | 0.01157 | (NMOG=1.04xNMHC) 0.0182 / 0.0189 | |
| Fuel Economy | | | | | | | |
| | <u>Gasoline MPG</u> | <u>Dyno Settings</u> | | | | | |
| Phase 1 | 17.91 | Dyno #: D002 | | | | | |
| Phase 2 | 29.70 | Inertia: 3625 | | | | | |
| | | EPA Set Co A: 8.29 | | | | | |
| | | EPA Set Co B: 0.20559999 | | | | | |
| | | EPA Set Co C: 0.021129999 | | | | | |
| Composite | 25.90 | Emiss-Bench: D002 | | | | | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2012-0133-002

Vehicle ID: VW465 790007/09

| Results | HC-FID | CO | NOx | CO2 | CH4 | NMHC | Meth Response |
|---------|---------|---------|---------|---------|---------|---------|---------------|
| | (grams) | (grams) | (grams) | (grams) | (grams) | (grams) | 1.098 |
| Phase 1 | 0.042 | 12.245 | 0.193 | 865.8 | 0.022 | 0.021 | |
| Phase 2 | 0.191 | 22.181 | 0.025 | 1832.8 | 0.071 | 0.124 | |



Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|--------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 28.76 | 28.76 | | |
| Avg Cell Temp (degF) | 75.47 | 75.13 | | |
| Dew Point (degF) | 49.66 | 49.22 | | |
| Specific Humidity (grains/lbm) | 55.02 | 54.13 | | |
| NOx Corr Factor | 0.9142 | 0.9107 | | |
| CO2 Dilution Factor | 15.838 | 11.654 | | |
| CFV Vmix (scf @68F) | 2126.35 | 3253.34 | | |

CVS Flow Rate Avg (scfm) 538.32 534.80

Fan Placement: US06 Only - One Large Fan - Down - Front

| | | | |
|--------------------------|--------|--------|--------|
| Phase Time (secs) | 130.00 | 365.00 | 107.01 |
| Distance (miles) | 1.781 | 6.231 | |
| Bag Analysis Time (secs) | 80.2 | 267.8 | |

MFR Test Results

for Procedure 90 US06

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|-------|-----|------|------------|
| 1E+07 | 0.0266 | 2.46 | 0.019 | 325 | 0 | 0.0177 |

Odometer 5268 M
MPG 27.1
PM 0.006
MPG is 4.64 % higher than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno:
Fuel: 61 Tier 2 Cert Gasoline

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Giles, Michael" [michael.giles@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 3/28/2012 9:15:49 PM
Subject: Re: VW Group - Confirmatory tests for Audi A8 VID D3UF-DAQ
william.rodgers@vw.com

Okay, I forwarded it to Ben.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 03/27/2012 11:41 AM
Subject: VW Group - Confirmatory tests for Audi A8 VID D3UF-DAQ

Hello Jim,

I have submitted the Confirmatory test Supplemental Information for the VID D3UF-DAQ (A8 3.0L TFSI V6), Configuration 0 and Configuration 1

I have also changed the vehicle availability date in the Decision Information to April 30, 2012.

Please proceed with scheduling these tests and let me know as soon as possible if April 30th is acceptable.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
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Auburn Hills, MI 48436
United States
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william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Giles, Michael" [michael.giles@vw.com]
Cc: "Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; N=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA;"Rodgers, William" [William.Rodgers@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 3/29/2012 6:39:29 PM
Subject: RE: Lamborghini Laboratory Test Data
snyder.jim@epa.gov

Ok Mike, we'll take care of it. I'll ask about the canister re-filling hose.

I did check with the lab regarding the 0 Nox. Both the Quality guy and the lab engineer re-reviewed it and it all looks legitimate.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, Vincent Mazaitis/AA/USEPA/US@EPA
Cc: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 03/29/2012 02:30 PM
Subject: RE: Lamborghini Laboratory Test Data

Hi Jim and Vincent,

Lamborghini is *not* requesting a re-test. Therefore, we would like to know when the vehicle can be released. We will be making the transportation arrangements soon. Please advise.

Lastly, thanks again for your help and the tour yesterday, it was appreciated by all.

Regards
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, March 29, 2012 10:03 AM
To: Giles, Michael
Subject: Fw: Lamborghini Laboratory Test Data

Mike , here's the Lambo data. Passes but FE is off. We can talk after you've looked it over.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 03/29/2012 10:01 AM -----

From: Vincent Mazaitis/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/29/2012 06:58 AM
Subject: Lamborghini Laboratory Test Data

Jim,

Official results are in Verify.

Vince Mazaitis

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 4/3/2012 9:23:30 PM
Subject: Re: VW Group - Decision Information Submissions For Audi 2.0L TFSI Test Group DAD XV02.03UB
william.rodgers@vw.com

Thanks, this is especially helpful given the Verify problem. Regarding the A8 testing, I am planning to test for PM since its an all new engine.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 04/03/2012 12:43 PM
Subject: VW Group - Decision Information Submissions For Audi 2.0L TFSI Test Group DAD XV02.03UB

Hello Jim,
I submitted to VERIFY the Tests and Decision Information for the following Vehicle IDs in the gasoline fueled test group DAD XV02.03UB.
I included the comments from our Input xml files. Note, the VERIFY system is stripping out the comments when it generates our Report xml files.
These tests are for the same 2.0L TFSI models as 2012, but with new software and tests to optimize fuel economy. Please let me know if you have questions.

di-DFUB-BAQ,_Configuration-0

This represents the 2013 Audi A4 Sedan quattro / A5 Coupe quattro as FEDV models. No new technology exists. Manuf. Confirmatory tests for FTP/HWY are required for high MPG for the ETA

di-DFUB-BAQ,_Configuration-1

This represents the 2013 Audi A5 Cabrio quattro as the worst case EDV for this test group. No new technology exists. Manuf. Confirmatory tests for FTP/HWY are required for high MPG for the ETA

di-DFUB-BAA,_Configuration-0

Represents 2013 Audi A4 allroad quattro as a FEDV. No new technology included. Manuf. Confirmatory tests FTP/HWY are required because of high MPG for the ETW

di-D3UB-BMQ,_Configuration-0

Represents 2013 Audi A4 quattro with manual transmission as a FEDV. No new technology included. Manuf. Confirmatory tests FTP/HWY are required because of high MPG for the ETW

di-D3UB-BMQ,_Configuration-1

Represents 2013 Audi A5 Coupe quattro with manual transmission as a FEDV. No new technology

included. Manuf. Confirmatory tests FTP/HWY are required because of high MPG for the ETW

di-D3UB-BAF,_Configuration-0

Represents 2013 Audi A4 FWD with CVT trans as a FEDV. No new technology included. Manuf. Confirmatory tests FTP/HWY are required because of high MPG for the ETW

di-D3UB-BAF,_Configuration-1

Represents 2013 Audi A5 Cabrio FWD with CVT trans as a FEDV. No new technology included. Manuf. Confirmatory tests FTP/HWY are required because of high MPG for the ETW

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Thomas, Richard" [Richard.Thomas@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 4/11/2012 2:06:05 PM
Subject: 3.0L A8 timing

I talked to Ben Haynes in the lab and he is willing to consider moving up the 3.0L A8 if you give us some idea of when it could be available.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 4/11/2012 9:09:56 PM
Subject: RE: VW Group - Certificate Requests for Audi 2.0L TFSI
snyder.jim@epa.gov
William.Rodgers@vw.com
Snyder.Jim@epamail.epa.gov
william.rodgers@vw.com

I'll try for thurs if I get time , if not, then monday.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 04/11/2012 12:59 PM
Subject: RE: VW Group - Certificate Requests for Audi 2.0L TFSI

Yes the Audi application is a higher priority now.
Thanks,
Bill

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, April 11, 2012 12:21 PM
To: Rodgers, William
Subject: RE: VW Group - Certificate Requests for Audi 2.0L TFSI

I was working on the Bugatti cert. Would you prefer I focus on the Audis instead?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 04/11/2012 11:36 AM
Subject: RE: VW Group - Certificate Requests for Audi 2.0L TFSI

Hi Jim,

Is there any possibility to get the certificates requested on April 5th for test group DAD XV02.03UB by early next week?

We've got a small dealer demo fleet that the Sales Dept. wants to release to dealers earlier than expected.

Thanks,

Bill

From: Rodgers, William

Sent: Thursday, April 05, 2012 4:26 PM

To: 'Jim Snyder' (Snyder.Jim@epamail.epa.gov)

Subject: VW Group - Certificate Requests for Audi 2.0L TFSI

Hi Jim,

I submitted the Initial Application and following Certificate Requests for the Audi 2.0L TFSI (non-FFV) Test Group DAD XV02.03UB. I erroneously indicated a conditional certificate for the evaporative family 140C7A, when in fact it uses carryover test data from 2012.

cert_request_DAD XV02.03UB_DAD XR0140B8A – conditional pending manufacturer confirmatory tests for high fuel economy.

cert_request_DAD XV02.03UB_DAD XR0140C7A

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: CN=Arvon Mitcham/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=David Good/OU=AA/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]; N=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=David Good/OU=AA/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]; N=David Good/OU=AA/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 1/8/2009 7:22:07 PM
Subject: RE: Fw: Hybrid Vehicle Meeting in Early 2009

Len, I think we can deal with that if that's their schedule. I would say more than 3/4 of us will be there on a Friday.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

"Kata, Leonard" <Leonard.Kata@vw.com>
01/08/2009 02:11 PM
To: Jim Snyder/AA/USEPA/US@EPA
cc: Linc Wehrly/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA, Chris Nevers/AA/USEPA/US@EPA, David Good/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA
Subject: RE: Fw: Hybrid Vehicle Meeting in Early 2009

Hello Jim:

I have heard back from my colleagues regarding the timing of a meeting to discuss topics related to the certification and testing of hybrid vehicles. The proposal is the end of the week of March 2, 2009. More specifically, the afternoon of March 5 and the morning of March 6. I am not sure how you would feel about dividing the meeting over two days, particularly since the second day is a Friday. I realize that some of the staff may not be in on Friday.

Please let me know if this timeframe is workable.

Best regards,

Len Kata

Leonard W. Kata
Manager
Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Phone: (248) 754-4204
Cell: (248) 797-3886
FAX: (248) 754-4207
E-Mail: leonard.kata@vw.com
From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, December 11, 2008 4:30 PM
To: Kata, Leonard
Subject: Re: Fw: Hybrid Vehicle Meeting in Early 2009

Len, We are certainly interested in having a meeting with them. It will be with me, Linc, Steve Healy, Chris Nevers, Dave Good and possibly Arvon Micham. I don't think we have any particular timing constraints yet.

Are they planning to visit the U.S. a particular week? Let me know and I will fit a meeting time into our schedules.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

Linc Wehrly/AA/USEPA/US
12/09/2008 08:07 AM

To Jim Snyder/AA/USEPA/US@EPA
cc Stephen Healy/AA/USEPA/US@EPA, Chris Nevers/AA/USEPA/US@EPA
Subject Fw: Hybrid Vehicle Meeting in Early 2009

Jim,

Please be sure to invite Steve and Chris to this meeting.

Thanks,
Linc

Linc Wehrly
Manager, Light-Duty Vehicle Group

Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4286
wehrly.linc@epa.gov

----- Forwarded by Linc Wehrly/AA/USEPA/US on 12/09/2008 08:06 AM -----

"Kata, Leonard" <Leonard.Kata@vw.com>

Sent by: "Kata, Leonard" <Leonard.Kata@vw.com>

Received Date:

12/08/2008 04:55 PM

Transmission Date:

12/08/2008 04:55:42 PM

To Linc Wehrly/AA/USEPA/US@EPA, David Good/AA/USEPA/US@EPA, Jim Snyder/AA/USEPA/US@EPA,

Ex. 7 @arb.ca.gov>, Ex. 7 @arb.ca.gov>

cc

Subject Hybrid Vehicle Meeting in Early 2009

To all:

My colleagues in at our parent company in Germany have expressed an interest in meeting with the certification staff at EPA and ARB to discuss issues related to hybrid vehicle technology and certification. The following is a general list of the topics of interest:

- HEV Concepts/Technology
- Certification, Durability, Emissions Measurement
- Test Procedures
- Pressurized Fuel Tank
- Bench Testing
- Other

We would like to use the opportunity to share our thoughts on these topics and discuss the intent and direction of the agencies. At this time I would like to suggest meeting with each agency separately, in the mid-February to early-March time frame. My questions are 1.) whether the agencies are agreeable to such a meeting, 2.) who you would recommend participate from the agencies, and 3.) if there any particular time constraints during the suggested period.

I appreciate your consideration of this suggestion and look forward to hearing from you.

Best regards,

Len

Leonard W. Kata
Manager
Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
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Phone: (248) 754-4204
Cell: (248) 797-3886
FAX: (248) 754-4207

E-Mail: leonard.kata@vw.com

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 1/22/2009 6:27:08 PM
Subject: Bugatti

Len, I wanted to let you know I put the Bugatti Request for Certificate on hold. I didn't see anything in the Bugatti application regarding durability so I assumed its relying on VW? I checked with Arvon and VW Audi has not yet submitted Requests for 2010 Durability Approval.

Let me know if I missed something otherwise we need a durability approval request.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 1/29/2009 8:12:16 PM
Subject: RE: Fw: Hybrid Vehicle Meeting in Early 2009

Got your voice mail. I already scheduled the room so we're safe on that point. You should have an invitation. I picked the big one next to the lobby so we have lots of room. Let me know when you have more specifics and I'll pass it on so we can coordinate who's there/when.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Reineke, Dennis" [Dennis.Reineke@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 2/4/2009 9:22:54 PM
Subject: Re: Audi Durability Grouping Request

You are requesting to include the 2010 Audi S6 and S8 in the same durability group as the previous 2007-09 even though it has a revised catalyst loading. Section 86.1820-01 (e) allows Administrative approval to include vehicles in a common durability group given evidence that emissions deterioration and component durability will be equivalent or better. Based on the changes outlined below (66% higher catalyst loading) while all else is the same (carryover), I think there is sufficient evidence that this package will have an equivalent degree of deterioration. After reviewing the request and discussing amongst the Certification group members, we agree that this application (with higher loading) can be included in durability group AADXGPNN385 and Test group AADXV05.2385.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

"Reineke, Dennis" <Dennis.Reineke@vw.com>
01/30/2009 10:49 AM
To: Jim Snyder/AA/USEPA/US@EPA
cc
Subject: Audi Durability Grouping Request

Hello Jim,

In response to the questions raised in our recent phone call about durability and test group grouping the paragraph below provides Audi AG's intent.

Audi intends to use a catalyst with a 66% higher loading rate as part of their strategy to meet CARB 2010 MY catalyst efficiency monitoring requirements. This change will occur as part of the carryover of the 50-State certified Audi S6 and S8 models. All vehicles in the durability group/test group will be built with the new catalyst. Engine calibration, catalyst size, catalyst location and catalyst precious metal composition are all unchanged. The only difference compared to previous model years is the increased precious metal loading rate. Initial development testing shows a reduction of approximately 15% in emissions and no effect on fuel economy. Based on supplier testing and Audi AG's experience with similar catalyst the deterioration rate for this new catalyst is expect to be equal to or better than the existing catalyst. Audi intends include this catalyst in carryover durability group AADXGPNN385 / Test Group AADXV05.2385. Durability factors from the 2007-09 MY carryover durability vehicle would be used to support 2010 MY certification. A new durability vehicle would not be required.

We believe this approach is allowed under 86.1820-01(e)

Please review and contact me with any questions.

Best Regards,

Dennis E. Reineke
Certification Specialist
Engineering and Environmental Office

Volkswagen Group of America
3800 Hamlin Road
Mail Code EEO
Auburn Hills, MI 48326
USA
Phone: +1-248-754-4215
Fax : +1-248-754-4207
Mail To: Dennis.Reineke@vw.com

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 2/17/2009 4:30:40 PM
Subject: Re: FW: MY2010 Durability Approvals

Yes, that address , 'synder.jim@epa.gov' , is incorrect. I found out its in the online directory and I'm trying to get it updated.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
synder.jim@epa.gov

"Kata, Leonard" <Leonard.Kata@vw.com>
02/16/2009 06:07 PM
To Jim Snyder/AA/USEPA/US@EPA
cc
Subject FW: MY2010 Durability Approvals

Hi Jim:

Second attempt. I received an "undeliverable" response to the 'synder.jim@epa.gov' address.

Regards,

Len

Leonard W. Kata
Manager
Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
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Phone: (248) 754-4204
Cell: (248) 797-3886
FAX: (248) 754-4207
E-Mail: leonard.kata@vw.com

-----Original Message-----

From: Kata, Leonard
Sent: Monday, February 16, 2009 6:04 PM
To: 'Mitcham.Arvon@epamail.epa.gov'
Cc: "
Subject: RE: MY2010 Durability Approvals

Hello Arvon:

I left a telephone message, but I thought that I would follow-up with an e-mail.

I am interested in the status of the VW request for carryover of the durability program to 2010. Any news?

Best regards,

Len

Leonard W. Kata
Manager
Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Phone: (248) 754-4204
Cell: (248) 797-3886
FAX: (248) 754-4207
E-Mail: leonard.kata@vw.com

-----Original Message-----

From: Kata, Leonard
Sent: Friday, January 30, 2009 7:06 PM
To: 'Mazaitis.Vincent@epamail.epa.gov'
Cc: 'Mitcham.Arvon@epamail.epa.gov'; Reineke, Dennis; Hart, Robert (VWoA)
Subject: RE: MY2010 Durability Approvals

Hello Mr. Mazaitis:

For the 2010 model year, Volkswagen is requesting carryover of the previously-approved durability procedure. You will find that I have submitted the official request through the VERIFY system for review. It was submitted as Volkswagen input; however, as described in the letter, it applies to all Volkswagen Group brands sold in North America (Volkswagen, Audi, Bentley, Lamborghini and Bugatti).

Please let me know if there are any questions,

Best regards,

Leonard W. Kata
Manager
Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Phone: (248) 754-4204
Cell: (248) 797-3886
FAX: (248) 754-4207
E-Mail: leonard.kata@vw.com

-----Original Message-----

From: Reineke, Dennis
Sent: Thursday, January 29, 2009 2:07 PM
To: 'Mazaitis.Vincent@epamail.epa.gov'
Cc: Kata, Leonard
Subject: RE: MY2010 Durability Approvals

Hello Vince,

I am forwarding this to Len Kata who is currently working on this topic.

Best Regards,

Dennis

Dennis E. Reineke
Certification Specialist
Engineering and Environmental Office

Volkswagen Group of America

3800 Hamlin Road
Mail Code EEO
Auburn Hills, MI 48326
USA
Phone: +1-248-754-4215
Fax : +1-248-754-4207
Mail To: Dennis.Reineke@vw.com

-----Original Message-----

From: Mazaitis.Vincent@epamail.epa.gov
[mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Thursday, January 29, 2009 8:33 AM
To: Reineke, Dennis
Subject: Fw: MY2010 Durability Approvals

Hello Dennis,

I hope all is well.

Not sure if you're the right contact or not for durability issues.
Please let me know if you are not the right person.

For your information.

Thanks Dennis,

Kind regards,,

Vince Mazaitis

----- Forwarded by Vincent Mazaitis/AA/USEPA/US on 01/29/2009 08:28 AM

Arvon
Mitcham/AA/USEPA
/US
EPA-OAR,OTAQ,CIS To
D OAR-OTAQ-CISD-LDVG
cc
Sent by: Arvon
Mitcham Subject
MY2010 Durability Approvals
Received Date:
01/22/2009 11:24
AM
Transmission
Date:
01/22/2009
11:24:16 AM

I am waiting for durability approval requests from the following
manufacturers:

VW-Audi

If you are the compliance rep. for one of these manufacturers, please
remind them that they need to request approval of durability for MY2010
prior to certification. If not, they are in non-compliance with 40 CFR
86.1823-08 (Durability Regulations).

All other manufacturers not listed here have either been approved or are

small volume and using assigned DFs.

If you have questions or concerns, let me know. Thank you.

-ALM

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: CN=Bruce Sdunek/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 2/26/2009 7:48:56 PM
Subject: Re: VW Group: Audi Field Fixes for MY 2000 thru 2002
[CBI_YAD XV01.8332_APP_F01_R00.PDF](#)
[CBI_1AD XV01.8342_APP_F02_R00.PDF](#)
[CBI_2AD XV01.8342_APP_F18_R00.PDF](#)
<mailto:robert.hart@vw.com>

Thanks, I'll look them over.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

"Hart, Robert (VWoA)" <Robert.Hart@vw.com>
02/26/2009 02:33 PM
To: Jim Snyder/AA/USEPA/US@EPA, Bruce Sdunek/AA/USEPA/US@EPA
cc
Subject: VW Group: Audi Field Fixes for MY 2000 thru 2002

Hello Jim and Bruce,

I'm not sure which one to send this to, so I'm sending it to both of you.

The attachments contain field fixes for model year 2000 through 2002 Audi test groups YAD XV01.8332, 1AD XV01.8342 and 2AD XV01.8342. The Verify system only goes back to model year 2003. This is the reason for this e-mail.

There are nine additional Audi field fixes uploaded to the Verify system.

If you have any questions regarding the attached information, please contact me as indicated below.

Best regards,
Bob Hart
Robert Hart
Emissions & Regulatory Analyst
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: 248 754 4224

Fax: 248 754 4207
mailto:robert.hart@vw.com

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 3/4/2009 10:50:59 PM
Subject: Re: Volkswagen/Audi

[Ex. 7] are planning to bring copies of the presentation or can you send it to us ahead of time? It would be nice to have handouts to look at and take notes on during the presentation.

I also invited Karl Paulina from the lab. He'll be interested in the parts about HEV testing .

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

[Ex. 7]@vw.com>
03/04/2009 02:39 PM
To Jim Snyder/AA/USEPA/US@EPA, Chris Nevers/AA/USEPA/US@EPA, David Good/AA/USEPA/US@EPA, Linc Wehrly/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA, Ted Trimble/AA/USEPA/US@EPA
cc [Ex. 7]@vw.com>, [Ex. 7]@vw.com>, [Ex. 7]
[Ex. 7]@AUDI.DE>, [Ex. 7]@volkswagen.de>, [Ex. 7]
[Ex. 7]@AUDI.DE>, [Ex. 7]@vw.com>
Subject Volkswagen/Audi

To all:

A few days ago I distributed a draft agenda for our meetings scheduled for Thursday (5.MAR) and Friday (6.MAR) of this week. We have finalized the agenda and I am now providing the final version. The agenda includes a discussion of durability procedures and OBD, so I have added Arvon Mitcham and Ted Trimble to the distribution. They were not on the EPA meeting invitation, but I hope that they are able to participate.

We will be forwarding some material shortly, that presents a preview of the upcoming Volkswagen and Audi hybrid technology, for your reference.

We will try our best to cover the bulk of this material on Thursday afternoon.

Best regards,

[Ex. 7]

Ex. 7

Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Ex. 7

E-Mail: **Ex. 7**@vw.com

[attachment "Agenda EPA Cert_Final.ppt" deleted by Jim Snyder/AA/USEPA/US]

To: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=David
Good/OU=AA/O=USEPA/C=US@EPA; [Ex. 7] @vw.com;CN=Linc
Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen
Healy/OU=AA/O=USEPA/C=US@EPA;CN=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=David
Good/OU=AA/O=USEPA/C=US@EPA;CN=Carl
Paulina/OU=AA/O=USEPA/C=US@EPA;CN=Martin
Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Arvon
Mitcham/OU=AA/O=USEPA/C=US@EPA[]; N=David
Good/OU=AA/O=USEPA/C=US@EPA; [Ex. 7] @vw.com;CN=Linc
Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen
Healy/OU=AA/O=USEPA/C=US@EPA;CN=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=David
Good/OU=AA/O=USEPA/C=US@EPA;CN=Carl
Paulina/OU=AA/O=USEPA/C=US@EPA;CN=Martin
Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Arvon
Mitcham/OU=AA/O=USEPA/C=US@EPA[]; [Ex. 7] @vw.com;CN=Linc
Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen
Healy/OU=AA/O=USEPA/C=US@EPA;CN=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=David
Good/OU=AA/O=USEPA/C=US@EPA;CN=Carl
Paulina/OU=AA/O=USEPA/C=US@EPA;CN=Martin
Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Arvon
Mitcham/OU=AA/O=USEPA/C=US@EPA[]; N=Linc
Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen
Healy/OU=AA/O=USEPA/C=US@EPA;CN=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=David
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Healy/OU=AA/O=USEPA/C=US@EPA;CN=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=David
Good/OU=AA/O=USEPA/C=US@EPA;CN=Carl
Paulina/OU=AA/O=USEPA/C=US@EPA;CN=Martin
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Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Arvon
Mitcham/OU=AA/O=USEPA/C=US@EPA[]; N=Martin
Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Arvon
Mitcham/OU=AA/O=USEPA/C=US@EPA[]; N=Arvon Mitcham/OU=AA/O=USEPA/C=US@EPA[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 3/6/2009 1:58:11 PM
Subject: Reminder: VW mtg starts at 9:30 today not 9:00,,Room C126

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: robert.hart@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 3/19/2009 8:28:23 PM
Subject: MY 2010 Lamborghini Test Group ANLXV06.5474

Bob, I looked this certificate request. So far it looks okay except for the fees. According to the filing form, it was just submitted 3/18/09, yesterday. If that's correct, it will take a while for it to show up in our "Fees Paid" records. I checked and didn't see it there yet.

Just wanted to warn you it may be a few days, or more, for this Certificate because of that.

Jim Snyder
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(734) 214-4946
snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 5/4/2009 5:48:10 PM
Subject: Re: Status of Certificate for Bentley Test Group ABEXV06.0501
<mailto:robert.hart@vw.com>

I've been waiting for the fee payment to appear on the list. It is listed on today's update so I can now finish reviewing it.

Jim Snyder
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"Hart, Robert (VWoA)" <Robert.Hart@vw.com>
05/04/2009 01:29 PM
To: Jim Snyder/AA/USEPA/US@EPA
cc
Subject: Status of Certificate for Bentley Test Group ABEXV06.0501

Hello Jim,

Can you tell me the status of the Certificate for Bentley Test Group ABEXV06.0501?

Best regards,

Bob Hart

Robert Hart
Emissions & Regulatory Analyst
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: 248 754 4224
Fax: 248 754 4207
<mailto:robert.hart@vw.com>

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 5/15/2009 1:25:07 PM
Subject: audi A3UC/0 confirmatory on hold

Bob, Yes I received your message and put it on hold as of Wednesday. I was planning to send you a note today, sorry its was really hectic this week until today.

Let me know when you are ready to re-schedule it.

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To: Robert.Hart@vw.com[]
Cc: CN=Ben Haynes/OU=AA/O=USEPA/C=US@EPA;CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]; N=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/15/2009 6:26:45 PM
Subject: Rescheduled VW

The Test Lab has re-scheduled Veh# VW35100052/10 from 7/8/09 to 8/5/09 to combine travel. Same week as the Toureg veh#756 0-0012/10 is scheduled.

The VW CC Veh. 46800062/10 will be scheduled for 8/24/09 or later.

Jim Snyder
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To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 8/31/2009 3:09:46 PM
Subject: RE: testing status

It looks like I was too optimistic. They are still working on it this morning. But they might get cell 5 running. Bottom line, still don't know when it will get scheduled.

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From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 08/28/2009 04:07 PM
Subject: RE: testing status

Hello Jim,

Thanks for the update. Please let me know as soon as they reschedule the CC.

Have a great weekend!

Bob Hart

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Friday, August 28, 2009 9:41 AM
To: Hart, Robert (VWoA)
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: testing status

I walked over to the lab, Looks like they fixed the problems in the cell and are checking it out right now. But nothing is prepped for today. I think we'll be up and running stuff monday. Don't know when the CC will run yet.

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To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 10/8/2009 3:05:54 PM
Subject: Cold NMHC

Just an update, Wednesday was very hectic and I didn't get a chance to look at your attachments. I hope to review them this afternoon.

Jim Snyder
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To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 10/16/2009 7:46:12 PM
Subject: Re: VW Group: Cold NMHC Updates
<mailto:robert.hart@vw.com>

Looks okay. Thanks.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
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snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 10/15/2009 04:13 PM
Subject: VW Group: Cold NMHC Updates

Hello Jim,

I just realized that I did not inform you when I uploaded the MY 2009 application updates to add the Cold NMHC compliance text.

I finished them on Monday. The test results are in Section 7 on the Federal page for Cold CO as you requested.

Here is a list of the files that were uploaded.

CBI_9VWXB_COMMON_APP_UPD_R01.PDF
CBI_9AD XV02.03PA_APP_UPD_R01.PDF
CBI_9AD XV02.03UA_APP_UPD_R01.PDF
CBI_9AD XV02.03UB_APP_UPD_R01.PDF

The FOI copies of the same files were also uploaded.

Let me know if you have any questions.

Best regards,

Bob Hart

Robert Hart
Emissions & Regulatory Analyst
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road

Auburn Hills, MI 48326

Phone: 248 754 4224

Fax: 248 754 4207

<mailto:robert.hart@vw.com>

To: "Reineke, Dennis" [Dennis.Reineke@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 10/29/2009 9:48:52 PM
Subject: cert request

Hi Dennis, just wanted to let you know that I saw your conditional certificate request. I quickly glanced through it and it looks okay but I ran out of time to really go over it. I won;t be in friday, I will finish reviewing it on monday.

Jim Snyder
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Compliance and Innovative Strategies Division
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(734) 214-4946
snyder.jim@epa.gov

To: robert.hart@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 11/10/2009 8:38:32 PM
Subject: Fw: VW certification information request

Bob, a chemical engineer in the Advanced Technology Division is reviewing the 2010 TDI diesel in the Jetta, test group AVWXV02.0U5N. He asked me for the details on the aftertreatment and I couldn't find some of it in the certificate application documentation as required. Specifically information on the type of catalysts, catalyst loadings/volumes, DPF volume, and LNT loadings. Please supply the requested info, thanks.

Here is his note:

Jim hi, ... I was wondering if you could look up the 2010 Jetta and give me the particulars on the aftertreatment, type of converters/DPFs/LNT, catalyst loadings, volumes, etc, ... Lynn Sohacki told me you were the VW contact, thanks, Greg

Jim Snyder
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(734) 214-4946
snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 12/16/2009 10:16:39 PM
Subject: Re: VW Group: Request for an Extension for Submission of the MY 2009 Volkswagen Group Common Sections.

That is acceptable timing.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/15/2009 01:03 PM
Subject: VW Group: Request for an Extension for Submission of the MY 2009 Volkswagen Group Common Sections.

Hello Jim,

The attached letter was also submitted through the VERIFY System.
We are requesting a time extension for submission of the final update of the MY 2009 Volkswagen Group Common Sections. (See attachment.)

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com
[attachment "CBI_9VWX_COMMON_RFA_APP_R00.PDF" deleted by Jim Snyder/AA/USEPA/US]

To: "Reineke, Dennis" [Dennis.Reineke@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 12/22/2009 8:54:42 PM
Subject: VW confirmatory EPA shed test results

Haven't seen anything official yet but I heard it passed at .1929g

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snyder.jim@epa.gov

To: "Thomas, Richard" [Richard.Thomas@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 1/4/2010 8:23:05 PM
Subject: Fw: 2010 Verify VW Labels
[2010_Verify_VW_Labels.xls](#)

Jim Snyder
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(734) 214-4946
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----- Forwarded by Jim Snyder/AA/USEPA/US on 01/04/2010 03:22 PM -----

From: Robert Peavyhouse/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 01/04/2010 02:47 PM
Subject: 2010 Verify VW Labels

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Thomas, Richard" [Richard.Thomas@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 1/4/2010 8:33:31 PM
Subject: Re: Fw: 2010 pollution scores
[pollution score chart summarychart.pdf](#)

I found the attached chart that listed .

<http://www.epa.gov/greenvehicles/Aboutratings.do#aboutairpollution>

<http://www.epa.gov/greenvehicles/summarychart.pdf>

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| Vehicle Emission Standards and Air Pollution Score | | | | | | | |
|--|-----------------------|---|-------|-----|------|-------|---------------------|
| US EPA Federal Tier 2 Emission Standard Bins and California and Northeast States LEV II Emission Standards | | | | | | | Air Pollution Score |
| Standard | Vehicles | Emission Limits at Full Useful Life (100,000-120,000 miles) | | | | | |
| | | Maximum Allowed Grams per Mile | | | | | |
| | | NOx | NMOG | CO | PM | HCHO | |
| Bin 1 | LDV, LLDT, HLDT, MDPV | 0.00 | 0.000 | 0.0 | 0.0 | 0.0 | 10 |
| ZEV | LDV, LDET | 0.00 | 0.000 | 0.0 | 0.0 | 0.0 | |
| PZEV | LDV, LDT | 0.02 | 0.010 | 1.0 | 0.01 | 0.004 | 9.5 |
| SULEV II | LDV, LDT | 0.02 | 0.010 | 1.0 | 0.01 | 0.004 | 9 |
| Bin 2 | LDV, LLDT, HLDT, MDPV | 0.02 | 0.010 | 2.1 | 0.01 | 0.004 | |
| Bin 3 | LDV, LLDT, HLDT, MDPV | 0.03 | 0.055 | 2.1 | 0.01 | 0.011 | 8 |
| ULEV II | LDV, LDT | 0.07 | 0.055 | 2.1 | 0.01 | 0.011 | 7 |
| Bin 4 | LDV, LLDT, HLDT, MDPV | 0.04 | 0.070 | 2.1 | 0.01 | 0.011 | |
| Bin 5 | LDV, LLDT, HLDT, MDPV | 0.07 | 0.090 | 4.2 | 0.01 | 0.018 | 6 |
| LEV II | LDV, LDT | 0.07 | 0.090 | 4.2 | 0.01 | 0.018 | |
| Bin 6 | LDV, LLDT, HLDT, MDPV | 0.10 | 0.090 | 4.2 | 0.01 | 0.018 | 5 |
| LEV II option 1 | LDV, LDT | 0.10 | 0.090 | 4.2 | 0.01 | 0.018 | |
| SULEV II | MDV4 | 0.10 | 0.100 | 3.2 | 0.06 | 0.008 | 4 |
| Bin 7 | LDV, LLDT, HLDT, MDPV | 0.15 | 0.090 | 4.2 | 0.02 | 0.018 | |
| SULEV II | MDV5 | 0.20 | 0.117 | 3.7 | 0.06 | | 3 |
| Bin 8a | LDV, LLDT, HLDT, MDPV | 0.20 | 0.125 | 4.2 | 0.02 | 0.018 | |
| ULEV II | MDV4 | 0.20 | 0.143 | 6.4 | 0.06 | 0.016 | |
| Bin 8b | HLDT, MDPV | 0.20 | 0.156 | 4.2 | 0.02 | 0.018 | |
| LEV II | MDV4 | 0.20 | 0.195 | 6.4 | 0.12 | 0.032 | 2 |
| Bin 9a | LDV, LLDT | 0.30 | 0.090 | 4.2 | 0.06 | 0.018 | |
| Bin 9b | LDT2 | 0.30 | 0.130 | 4.2 | 0.06 | 0.018 | |
| Bin 9c | HLDT, MDPV | 0.30 | 0.180 | 4.2 | 0.06 | 0.018 | |
| ULEV II | MDV5 | 0.40 | 0.167 | 7.3 | 0.06 | | 1 |
| Bin 10a | LDV, LLDT | 0.60 | 0.156 | 4.2 | 0.08 | 0.018 | |
| LEV II | MDV5 | 0.40 | 0.230 | 7.3 | 0.12 | | 0 |
| Bin 11 | MDPV | 0.90 | 0.280 | 7.3 | 0.12 | 0.032 | |

See Glossary in Summary of Current and Historical Emission Standards for explanation of terms.

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Thomas, Richard" [Richard.Thomas@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 1/4/2010 8:38:20 PM
Subject: Re: Fw: 2010 Verify VW Labels
[2010_Verify_VW_Labels.xls](#)

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Thomas, Richard" <Richard.Thomas@vw.com>
Date: 01/04/2010 03:23 PM
Subject: Fw: 2010 Verify VW Labels

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United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 01/04/2010 03:22 PM -----

From: Robert Peavyhouse/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 01/04/2010 02:47 PM
Subject: 2010 Verify VW Labels

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 1/6/2010 3:29:50 PM
Subject: Re: Green Vehicle Guide Listing of PZEVs

Thanks for the specifics, I look into it.

Jim Snyder
Light-Duty Vehicle Group
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snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com> [Ex. 7]@vw.com>
Date: 01/05/2010 01:34 PM
Subject: Green Vehicle Guide Listing of PZEVs

Hello Jim;

Thanks for the table with the models and label index numbers. I have reviewed it and found that there are a couple of models missing from the Green Vehicle Guide web site, but do appear in the fueleconomy.gov site. They are:

New Beetle 2.5L automatic transmission label index 65
New Beetle Convertible 2.5L automatic transmission label index 66

These two labels were calculated with both BIN 5 and PZEV test group configuration data and therefore PZEV versions should also appear on the Green Vehicle Guide but don't. Perhaps you can investigate why the manual transmission version of the New Beetle appears, while the automatic transmission versions of the New Beetle and New Beetle Convertible do not appear.

The other two models (GTI 2.0L M6 and Jetta 2.0L M6) should now appear on the Green Vehicle Guide after I corrected Audi label index 055 and 056 to change the test group name to the appropriate PZEV test group name for a couple of configurations. Perhaps an update of the green vehicle guide is going to happen soon and these two models will additionally appear as PZEVs.

The only other models in which a PZEV version does not appear is due to the late production and certification of the 2.0L PZEV test group for the Passat, Passat Wagon and CC. The SOP was the first week in November, 2009. I will investigate the status of this new test group and the general label calculation.

Thanks,
[Ex. 7]
VOLKSWAGEN GROUP OF AMERICA, INC.
3800 Hamlin Road

Auburn Hills, MI 48326

Engineering and Environmental Office (EEO)

Ex. 7

Ex. 7 @VW.com

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 2/2/2010 8:20:54 PM
Subject: RE: Meeting with Volkswagen and Audi Representatives

Okay, I'll set it up.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 02/02/2010 03:10 PM
Subject: RE: Meeting with Volkswagen and Audi Representatives

Hi Jim:

I have the date wrong. The request is for Thursday, March 4, 2010.

Best regards,

[Ex. 7]

[Ex. 7]

Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

[Ex. 7]

E-Mail: [Ex. 7]@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, February 02, 2010 3:03 PM
To: [Ex. 7]
Subject: Re: Meeting with Volkswagen and Audi Representatives

Ex. 7 do you mean Thursday the 4th or Friday the 5th?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: **Ex. 7** @vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 02/02/2010 01:45 PM
Subject: Meeting with Volkswagen and Audi Representatives

Hello Jim:

I am writing to request another meeting (and providing a bit more notice this time!).

Our colleagues from Audi will be in the U.S. during the first week in March 2010 to participate in a number of meetings. They wish to meet with EPA Staff. Unfortunately, they will be in our area for only one day, Thursday March 5, 2010. Would it be possible to arrange a meeting at EPA Ann Arbor on that day?

The discussion topics include:

Presentation and request for approval of a new tank concept for for SCR systems in various Audi models equipped with the 3.0L TDI diesel engine.

Diesel Exhaust Fluid distribution infrastructure.

We have a window of time available between 9:00am and 2:00pm on March 5, 2010. We would like to request about 2.5 hours, sometime within the window. The group cannot meet beyond 2:00 pm due to flight arrangements.

A quick response would be appreciated so that travel arrangements can be locked in this week. Sorry about all of the conditions.

Best regards,

Ex. 7

Ex. 7

Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Ex. 7

E-Mail: **Ex. 7** @vw.com

To: CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA[]
Cc: []
Bcc: [Ex. 7] [Ex. 7]@vw.com]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 2/16/2010 5:13:44 PM
Subject: Re: Contact info

Yes, its basically the same VW people, at least for emissions purposes.

[Ex. 7] depending on the topic.

[Ex. 7]@vw.com,
[Ex. 7]@vw.com
[Ex. 7]@vw.com

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Martin Reineman/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 02/16/2010 12:01 PM
Subject: Contact info

Do you have e-mail addresses for contacts at Audi and Bentley?

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 2/22/2010 8:44:31 PM
Subject: Re: VW/Audi Meeting

[Ex. 7] I scheduled a meeting so we have a room reserved. Can you give me some specifics? Is it more certification type questions, confirmatory data or testing issues?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 02/17/2010 06:24 PM
Subject: VW/Audi Meeting

Hello Jim:

I guess that my colleagues from Germany have some additional questions regarding certification of EVs, FCEVs, PHEV etc. They will be in the Detroit area in mid-March. Is it possible to schedule a meeting for the morning of March 18, 2010? This would be in addition to the meeting that we have schedule for March 4, 2010.

Best regards,

[Ex. 7]

Ex. 7

Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Ex. 7

E-Mail: [Ex. 7]@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 3/10/2010 9:30:05 PM
Subject: Re: VW Group: MY 2010 Bugatti Running Change Test Waiver Request Submitted to Verify

Yes, I see it. I'm backed up today but I'd like to call and ask a few questions about it tomorrow.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/10/2010 11:37 AM
Subject: VW Group: MY 2010 Bugatti Running Change Test Waiver Request Submitted to Verify

Hello Jim.

This is just a "heads-up" for the running change test waiver request that I just submitted to Verify. Bugatti is bumping up the engine output to 1200 h.p..

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; N=Lynn Sohacki/OU=AA/O=USEPA/C=US@EPA[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 3/15/2010 3:16:57 PM
Subject: Re: VW Group: Request for ORVR Approval
CBI_BADXR0155D4Q_RFA_ORVR_R00.PDF

Yes, Lynn is still the person for reviewing ORVR systems.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/12/2010 02:32 PM
Subject: VW Group: Request for ORVR Approval

Hello Jim,

I have just submitted an ORVR system approval request to Verify, addressed to you, for MY 2011 Evap/Refueling Family BADXR0155D4Q. I attached a copy for your convenience.
I'm not sure who I needed to address it to. Does Lynn Sohacki still review ORVR systems?

Also, the last I heard, we no longer have to send a copy to NHTSA. They only want to see it if the EPA has concerns. Is that still the case?

This new Evap/Refueling Family uses a Natural Vacuum Leak Detection system (NVLD) that is new technology for the Volkswagen Group. Otherwise, the system is similar to our other evap families.

Please alert whomever is responsible for ORVR review to this submission.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 3/15/2010 5:59:26 PM
Subject: RE: VW Group: MY 2010 Bugatti Running Change Test Waiver Request Submitted to Verify

Bob, I waived the Bugatti request this morning. Did you receive an email notification of it from Verify?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/15/2010 07:50 AM
Subject: RE: VW Group: MY 2010 Bugatti Running Change Test Waiver Request Submitted to Verify

Hello Jim,

According to Germany, the 1200 hp engine has a modification to the catalyst coating but the precious metal loading stays at the same level. Bugatti uses EPA assigned DF's so it would still be covered within the same durability group statistic.

Let me know if you have any other questions.

Best regards,

Bob Hart

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, March 10, 2010 4:30 PM
To: Hart, Robert (VWoA)
Subject: Re: VW Group: MY 2010 Bugatti Running Change Test Waiver Request Submitted to Verify

Yes, I see it. I'm backed up today but I'd like to call and ask a few questions about it tomorrow.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/10/2010 11:37 AM
Subject: VW Group: MY 2010 Bugatti Running Change Test Waiver Request Submitted to Verify

Hello Jim.

This is just a "heads-up" for the running change test waiver request that I just submitted to Verify. Bugatti is bumping up the engine output to 1200 h.p..

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/16/2010 7:42:43 PM
Subject: Re: VW/AUDI Meeting March 18, 2010

Thanks, I forwarded it so we can look at it beforehand.

Do you have a projector or do I need to reserve one?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com>, [Ex. 7]
[Ex. 7]@AUDI.DE>, [Ex. 7]@volkswagen.de>, [Ex. 7]
[Ex. 7]@vw.com>
Date: 03/16/2010 10:22 AM
Subject: VW/AUDI Meeting March 18, 2010

Hello Jim:

In preparation for our meeting on March 18, 2010, I am providing, as a refresher, the report from our last meeting on January 27, 2010, including the presentation material.

Also attached is the new presentation material.

Please treat all materials as CONFIDENTIAL.

See you on Thursday.

Best regards,

[Ex. 7]

[Ex. 7]

[Ex. 7]
Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7** @vw.com

[attachment "Microsoft PowerPoint - EPA_agenda_presentation_Jan_2010_part1.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "Microsoft PowerPoint - EPA_agenda_presentation_Jan_2010_part2.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "Meeting Report_JAN_27_2010.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "00_Agenda_EPA_Cert.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "01_HEV_EPA_Cert_f.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "02_EPA_operation_mode.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "03_EPA_EV_FCEV.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "04_HEV_EPA_Cert_f.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "05_EPA_test_matrix_types.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "06_EPA_Coldstart_valve.pdf" deleted by Jim Snyder/AA/USEPA/US]

To: [Ex. 7]@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 3/18/2010 8:38:22 PM
Subject: possible Cert preview dates

[Ex. 7] checked my calendar and it looks pretty open right now. 4/6 and 4/15 are busy but good otherwise. So just let me know when works for you guys.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/30/2010 6:45:51 PM
Subject: Re: MY 2011 Lamborghini Information

Thanks Bob.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/30/2010 10:34 AM
Subject: MY 2011 Lamborghini Information

Hello Jim,

The attached file contains a short overview of the main technical features for the powertrain of 2011 Lamborghini project LB83x (it is the Murcielago successor but the model name is not yet determined).

Lamborghini does not have any new technology for 2011.

For 2012 this vehicle will be equipped as a Flex Fuel Vehicle (FFV), capable of running on E85 and gasoline.

Please let me know if this is sufficient or more detailed information is needed.

Please keep this information confidential

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

[attachment "Lamborghini 2011.pdf" deleted by Jim Snyder/AA/USEPA/US]

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 4/5/2010 5:07:28 PM
Subject: Lamborghini

Bob, I have a couple more questions on the Lamborghini.

- Is there still a manual trans version to be submitted or just an automatic?
-The FEDV shows a City, HWFE and US06. Why the US06, are you using 5 cycle testing or Derived? If you are using are you going with 5 cycle FE, are you proposing to use SC03 / Cold CO data from the EDV?

Thanks.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 4/8/2010 6:10:45 PM
Subject: Re: VW Group: Supplemental Information Submitted

Thanks.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 04/08/2010 11:12 AM
Subject: VW Group: Supplemental Information Submitted

Hello Jim,

I have submitted the Supplemental Information to the Verify System for the Audi A8L (TG: BADXV04.23UH) selected for Confirmatory Testing.

Best regards,

Bob

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 4/13/2010 9:20:45 PM
Subject: Re: VW Group: Bugatti Carline

Yes, after reading and discussing with Tom and Dave, I am convinced the Veyron GT is not a different car line.

I'm still looking into it for other instances. Say, if the Audi A8L had a different FE label, I think it would need to be listed separately from the A8.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 04/12/2010 11:11 AM
Subject: VW Group: Bugatti Carline

Hello Jim,

I need to finish this running change fairly soon. Have you come to any conclusion on our Bugatti carline discussion yet?

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 4/26/2010 3:10:12 PM
Subject: Re: EPA 4WD Dyno Anchors

Yes, I confirmed with the lab supervisor that it is still valid.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 04/22/2010 07:26 AM
Subject: EPA 4WD Dyno Anchors

Hello Jim,

Audi would like verification that the anchoring system for the EPA's 4WD dyno described in the attachment is still valid.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com
[attachment "20081022150640433.pdf" deleted by Jim Snyder/AA/USEPA/US]

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 5/24/2010 8:26:02 PM
Subject: Q& tests

Bob, can you send us a note saying VW accepts the FE values of the Audi Q7 EPA tests for our records?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 5/27/2010 7:05:00 PM
Subject: Re: Supplemental Information for Vehicles Selected for Confirmatory Testing

Thanks for the info. To confirm, are you saying that the shift tables are now in Verify?

I informed the lab to check if it looks okay.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/27/2010 02:13 PM
Subject: Supplemental Information for Vehicles Selected for Confirmatory Testing

Hello Jim,

I have uploaded the required Supplemental Information for Bentley vehicle I.D. BY61021 cfigs 0 and 4 and VW vehicle I.D. VW416 80218 cfig 0.

There are also shift tables uploaded for the FTP and HFET for VW416 80218.
This VW is in an Audi test group and the required shift tables were not listed in the Audi database in Verify.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/1/2010 8:28:21 PM
Subject: RE: Invitation: Road Load Determination Meeting w/ VW (Jun 2 09:30 AM EDT in AA-C126/AA-OTAOFFICE@EPA)
[Ex. 7]@vw.com

We're scheduled for the big room by the lobby so phone shouldn't be a problem .

I've had some confusion getting the projector system going in that room so I'll grab a backup unless you're bringing one,

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, Chris Nevers/AA/USEPA/US@EPA, Joel Ball/AA/USEPA/US@EPA, Linc Wehrly/AA/USEPA/US@EPA, Martin Reineman/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA, Tom Anderson/AA/USEPA/US@EPA, Maria Peralta/AA/USEPA/US@EPA
Date: 06/01/2010 03:53 PM
Subject: RE: Invitation: Road Load Determination Meeting w/ VW (Jun 2 09:30 AM EDT in AA-C126/AA-OTAOFFICE@EPA)

To all:

Attached is an advance copy of the presentation that VW will discuss tomorrow during our meeting on road load determination. Several participants will join by telephone from Germany, so it would be appreciated if a speaker telephone is available. The call-in details are provided below.

[Ex. 7] and I will attend the meeting in person. We expect the following participants, representing Volkswagen and Audi to join by telephone:

Ex. 7

Audio Conference Information:

Non-Responsive

Best regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

<<EPA Road Load Determination Meeting.pdf>>

-----Original Appointment-----

From: Jim Snyder/AA/USEPA/US

Sent: Monday, May 17, 2010 10:42 AM

To: Jim Snyder/AA/USEPA/US; Nevers.Chris@epamail.epa.gov; Ball.Joel@epamail.epa.gov; **Ex. 7**

Wehrly.Linc@epamail.epa.gov; Reineman.Martin@epamail.epa.gov; Healy.Stephen@epamail.epa.gov;

Anderson.Tom@epamail.epa.gov

Cc: Peralta.Maria@epamail.epa.gov

Subject: Invitation: Road Load Determination Meeting w/ VW (Jun 2 09:30 AM EDT in AA-C126/AA-OTAOFFICE@EPA)

When: Wednesday, June 02, 2010 9:30 AM-11:30 AM (GMT-05:00) Eastern Time (US & Canada).

Where: C126

Invitation: Road Load Determination Meeting w/ VW

06/02/2010 -

Chair:

Jim Snyder/AA/USEPA/US

Sent By:

Snyder.Jim@epamail.epa.gov

Location:

C126

Rooms:

AA-C126/AA-OTAOFFICE@EPA

Snyder.Jim@epamail.epa.gov

Jim Snyder has invited you to a meeting. You have not yet responded.

Required:

Chris Nevers/AA/USEPA/US@EPA, Joel Ball/AA/USEPA/US@EPA, **Ex. 7**@vw.com, Linc

Wehrly/AA/USEPA/US@EPA, Martin Reineman/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA, Tom

Anderson/AA/USEPA/US@EPA

Optional:

Maria Peralta/AA/USEPA/US@EPA

Description

Hello Linc and Jim:

As we have discussed, Volkswagen representatives are scheduled to meet with you on Wednesday, June 2, 2010 at 09:30 to discuss road load determination and the responses to the questions provided in your e-mail of April 2, 2010. Our representatives are preparing a formal presentation and formulating the responses to the questionnaire.

I had previously stated that one or two people from our local office and another two or three from Germany would attend. Considering the travel time and distance for our German colleagues, I would like to know whether it would be acceptable to have them join the meeting by telephone. I would still attend in person and provide the presentation materials, with the technical experts engaged in the dialogue. I am able to set up a conference call-in number and access code.

I would appreciate your thoughts on this. Please recognize that this request should not be construed as minimizing the importance of this meeting. We look forward to a detailed discussion.

Best regards,

Ex. 7

__ << File: ATT244576.htm >> << File: c104150.ics >> << File: ecblank.gif >> << File: pic00987.gif >>
[attachment "EPA Road Load Determination Meeting.pdf" deleted by Jim Snyder/AA/USEPA/US]

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/8/2010 4:22:16 PM
Subject: Re: Response to E10 Fuel Question

Thanks, can find out if they mix it in as a batch in the lab or by adding both into the test vehicle's fuel tank ?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com>
Date: 06/08/2010 07:35 AM
Subject: Response to E10 Fuel Question

Hello Jim,

Here is the response I received from the cert engineer to your question about the blend procedure for the E10 fuel in the flex-fuel Bentley.

The E10 was "splash blended" using Tier2 (9 PSI) test fuel and E85 fuel in our test facility.

Let me know if this answer is sufficient.

Best regards,

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Ex. 7

E-mail: [Ex. 7]@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/8/2010 10:30:36 PM
Subject: missing test data

Bob, for test group BADXV05.2LR8 BI see a test # listed for 50F test but no emission data. Looks like its missing.

| | | |
|-----------------------|--|--|
| Test Number | BADX10006239 | Exhaust/Evaporative Test Number Link |
| Test Procedure | 52 - Fed. fuel 50 F exh. | Test Fuel Type 61 - Tier 2 Cert Gasoline |
| Test Date | 2009-08-20 | DF Type Mfr. Determined |
| 4WD Dyno | No | State of Charge Delta |
| MFR Test Comment | 4k FED. FUEL 50'F FTP - Tested as AUDI R8 SPYDER CONVERTIBLE 6 spd. autom. | |
| 2 dr. EDV - ETW: 4250 | | |
| None | | |

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: []
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/15/2010 9:29:23 PM
Subject: Re: VW Group: Applications and Certificate Requests Submitted

Sorry, I should have clarified that I was referring to the Bentley FFV confirmatory testing.

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Compliance and Innovative Strategies Division
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(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Cc: "Rodgers, William" <William.Rodgers@vw.com>
Date: 06/15/2010 04:42 PM
Subject: Re: VW Group: Applications and Certificate Requests Submitted

Okay.

Ben Haynes in the lab reminded me that you need give us instructions if you want to any "learning procedure" performed between test fuels after we drain and fill different fuels on the confirmatory vehicle.

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From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>
Date: 06/15/2010 03:21 PM
Subject: VW Group: Applications and Certificate Requests Submitted

Hello Jim,

This is just a "heads-up" for a couple of certificate requests. The application and certificate request for MY

2011 VW test group BVWXV02.0MPI has been submitted earlier today. Submissions for test group BVWXV02.5259 will be completed by Bill Rodgers by Wednesday morning at the latest.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

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Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/21/2010 8:35:48 PM
Subject: Re: VW Group: Certificate Request Submitted and Remaining Certification for MY 2011

Thanks for the summary.

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From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/21/2010 03:50 PM
Subject: VW Group: Certificate Request Submitted and Remaining Certification for MY 2011

Hello Jim,

I submitted certificate request for carryover test group BVWXV02.03SA.

Here's what's left for the Volkswagen Group initial certification for MY 2011.

Audi test group:
BADXV04.2375 – carryover application to be submitted sometime in the next two to three weeks

Bentley test group:
BBEXV06.84LA – currently waiting for confirmatory test decision (Mulsanne)

Lamborghini Test Group:
BNLXV06.5L83 – waiting for OBD approval

Volkswagen test groups:
BVWXV02.0U5N – test waiver requests coming this or next week (new Jetta model in this TDI (diesel) test group)
BVWXV02.03PA – test waiver request coming for CC model with manual transmission this week.
BVWXV03.6U46 – carryover test group to be submitted sometime in this week – waiting for OBD approval
BVWXT03.6U76 – carryover test group to be submitted sometime in the next four weeks
BVWXT03.0HEV – VW's first hybrid – waiting for OBD approval and test results – expected SOP in September

Best regards,

Bob Hart

Robert Hart

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E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/28/2010 8:38:16 PM
Subject: Re: Another Confirmatory Test Waiver Request

Thanks for the note. Saves me time sorting it out.

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From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/28/2010 04:08 PM
Subject: Another Confirmatory Test Waiver Request

Hello Jim,

Just another "heads-up" for a test waiver request – VW Test Group BVWXV02.03PA (BIN 3 / LEVII SULEV). We're just adding a manual 6 speed VW CC model to the test group before certification. This is not a new worst case. It's just 5-cycle fuel economy tests. This configuration already exists in a BIN 5 / LEVII ULEV test group.

Best regards,

Bob Hart

Robert Hart

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E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 7/8/2010 2:36:28 PM
Subject: Re: Certificate for Test Group BVWXV02.0U5N - 2.0l Diesel

its issued

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From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 07/08/2010 07:44 AM
Subject: Certificate for Test Group BVWXV02.0U5N - 2.0l Diesel

Hello Jim,

Can you check on the status of the signing of the Certificate for Test Group BVWXV02.0U5N (2.0l Diesel)? Obviously, we can't get an ARB Executive Order until we submit the EPA Certificate to the ARB and their signing procedure takes considerably longer. Any help you can provide to expedite the process will be greatly appreciated.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

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E-mail: robert.hart@vw.com

To: [REDACTED] Ex. 7 @vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 7/8/2010 7:55:50 PM
Subject: Fw: SCR Workshop

Ex. 7

As one of the manufacturers with diesel vehicles using SCR aftertreatment, has VW/Audi been following the recent events in California regarding SCR systems? ARB has announced a public workshop for July 20th in regard to diesel engines and vehicles using SCR. It is unclear just how light duty will be impacted, but LD may very well follow trends set by heavy duty resulting from this workshop. EPA may be represented at this workshop. Mercedes may be asked what it would take (timing) to implement some of the proposed HD solutions in LD.

Workshop Mail out:

This Mail-out may be accessed at this link:

http://www.arb.ca.gov/msprog/mailouts/mouts_10.htm#msod

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To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 7/20/2010 3:46:44 PM
Subject: Re: Lamborghini Catalyst By-Pass Request

Is there supposed to be an attachment of the earlier approvals?

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From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, "[Ex. 7]@arb.ca.gov">
Date: 07/20/2010 10:24 AM
Subject: Lamborghini Catalyst By-Pass Request

Hello Jim and [Ex. 7]

As you may be aware, I submitted documents through VERIFY and EDMS that describe the function of the exhaust system on the LB83x Lamborghini application. This system includes a bypass of the downstream catalysts under extreme operating conditions. The function is analogous to the system from a past model year Lamborghini Gallardo which was approved by EPA and ARB. Copies of the old approval documents are provided for reference.

I just wanted to send a reminder that the request is in the workflow pending agency review. Your review and response would be appreciated.

Best regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; N=Ben Haynes/OU=AA/O=USEPA/C=US@EPA[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 8/5/2010 3:30:46 PM
Subject: RE: VW Group: Bentley Procedure Request for Refueling Flex-Fuel Test Vehicle

Ben, Bentley's refueling procedure is below.

Bob, we would like to test with E00 first so please have the vehicle setup for gasoline when its delivered.

Thanks.

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From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 07/28/2010 03:04 PM
Subject: RE: VW Group: Bentley Procedure Request for Refueling Flex-Fuel Test Vehicle

That is an LA4.

The Bentley guys sometimes use some very old terminology.

If I had thought about it, I would have changed it.

I don't know how long you've been around, but that comes from way back in the days of two bag FTP tests.

Bob

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, July 28, 2010 2:43 PM
To: Hart, Robert (VWoA)
Subject: Re: VW Group: Bentley Procedure Request for Refueling Flex-Fuel Test Vehicle

Don't recall ever hearing of a FTP72. Is that like a H-74 or LA4?

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From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 07/28/2010 11:08 AM
Subject: VW Group: Bentley Procedure Request for Refueling Flex-Fuel Test Vehicle

Hello Jim,

Since the Bentley Continental flex-fuel vehicle will be tested with both Tier 2 Cert and E85 fuels, to ensure a complete flush of the fuel system between tests, Bentley requests that the EPA use the sequence below when switching fuel types for confirmatory testing.

Fuel drain
Fill with 40% fuel
FTP72
Fuel drain
Fill with 40% fuel
FTP72

Please let me know if this is acceptable.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

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E-mail: robert.hart@vw.com

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 8/10/2010 6:14:05 PM
Subject: Re: VW/Audi Meeting with EPA

Sorry, I missed the date in your note. You should have received a re-schedule meeting notice.

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From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/09/2010 01:17 PM
Subject: VW/Audi Meeting with EPA

Hello Jim:

Per our telephone conversation, I am sending a request for a meeting with EPA staff on Thursday afternoon, August 19, 2010.

Preliminary discussion topics would be:

- Worst case emission and emission impact for OBD monitor
- HEV application for certification (example, open points)
- Worst case determination for FE (GHG) and emissions e.g. Start/Stop Switch
- Emission warranty part list for HEV parts and A/C system (GHG)
- Determination of OBD relevance
- Specific Hybrid test issues

I believe that we would need about 2 hours. I will try to refine the list of topics and provide better explanation.

Best regards,

[Ex. 7]

[Ex. 7]
Engineering and Environmental Office
Volkswagen Group of America, Inc.

[Ex. 7]


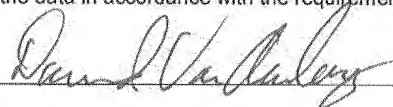
E-Mail: **Ex. 7** @vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William"
[William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/11/2010 8:26:19 PM
Subject: Confirmatory cert test data on the 2011 Jetta
[2011 VW Jetta 1st tests.pdf](#)

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CER

| NVFEL Laboratory Test Data | | | | | | | CVS |
|--|--------------|---------------------------------|---------|---------|---------|-------------------------------------|---------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2010-0231-004 | | Vehicle ID: VW36100220 | | | | | |
| Test Date: 8/11/2010 | | MFR Name: VOLKSWAGEN | | | | | |
| Key Start / Hot Soak: 08:56:49 / 09:32 | | MFR Codes: 590 VWX | | | | | |
| Fuel Container ID: F00023 | | Config #: 00 | | | | | |
| Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: AUTO | | | | | |
| Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa | | Shift Schedule: A09980005 | | | | | |
| Calculation Method: Gasoline | | Beginning Odometer: 003969.0 MI | | | | | |
| Pretest Remarks: | | Drive Schedule: ftp3bag | | | | | |
| | | Soak Period: 22.8 hours | | | | | |
| Bag Data | | | | | | | |
| | HC-FID | CO | NOx | CO2 | CH4 | NonMeth HC | |
| Phase 1 | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Sample | 8.301 | 48.886 | 0.228 | 1.206 | 2.878 | | |
| Ambient | 3.212 | 0.157 | 0.014 | 0.049 | 2.239 | | |
| Net Concentration | 5.379 | 48.743 | 0.216 | 1.161 | 0.841 | 4.478 | |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | 3.118 | 2.238 | 0.007 | 0.761 | 2.111 | | |
| Ambient | 3.276 | 0.259 | 0.012 | 0.047 | 2.218 | | |
| Net Concentration | 0.028 | 1.993 | -0.005 | 0.716 | 0.019 | 0.008 | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | 3.836 | 5.227 | 0.035 | 1.061 | 2.223 | | |
| Ambient | 3.904 | 0.585 | 0.000 | 0.048 | 2.227 | | |
| Net Concentration | 0.242 | 4.689 | 0.035 | 1.016 | 0.173 | 0.056 | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Results | | | | | | | |
| | HC-FID | CO | NOx | CO2 | CH4 | NMHC / NMOG | Vol MPG |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.051 | 0.927 | 0.006 | 347.2 | 0.009 | 0.042 / 0.044 | 25.487 |
| Phase 2 | 0.000 | 0.060 | 0.000 | 340.0 | 0.000 | 0.000 / 0.000 | 26.140 |
| Phase 3 | 0.002 | 0.089 | 0.001 | 302.5 | 0.002 | 0.001 / 0.001 | 29.375 |
| Weighted | 0.01133 | 0.24752 | 0.00153 | 331.209 | 0.00258 | (NMOG=1.04xNMHC) 0.0089 / 0.0093 | |
| Fuel Economy | | | | | | | |
| | Gasoline MPG | Dyno Settings | | | | | |
| Phase 1 | 25.46 | Dyno #: D002 | | | | | |
| Phase 2 | 26.11 | Inertia: 3625 | | | | | |
| Phase 3 | 29.35 | EPA Set Co A: 6.21 | | | | | |
| | | EPA Set Co B: 0.1834 | | | | | |
| | | EPA Set Co C: 0.01828 | | | | | |
| Weighted | 26.80 | Emissions Bench: D002 | | | | | |

| NVFEL Laboratory Test Data | | | | | | | CVS | |
|---|---------------------------------------|-----------------------------------|----------------------|------------------------|---|-----------------------------|------------------------|----------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | | |
| Test Number: 2010-0231-004 | | | | Vehicle ID: VW36100220 | | | | |
|  | Results | <u>HC-FID</u> (grams) | <u>CO</u> (grams) | <u>NOx</u> (grams) | <u>CO2</u> (grams) | <u>CH4</u> (grams) | <u>NMHC</u> (grams) | <u>Meth Response</u> |
| | Phase 1 | 0.181 | 3.315 | 0.022 | 1241.0 | 0.033 | 0.151 | 1.071 |
| | Phase 2 | 0.002 | 0.232 | 0.000 | 1310.2 | 0.001 | 0.000 | |
| | Phase 3 | 0.008 | 0.319 | 0.004 | 1086.7 | 0.007 | 0.002 | |
| | | | | | | | | |
| Test Conditions | | | | | | | | |
| | | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> | | | |
| | Barometer (inHg) | 29.02 | 29.02 | 29.02 | | | | |
| | Avg Cell Temp (degF) | 75.05 | 75.08 | 75.20 | | | | |
| | Dew Point (degF) | 48.86 | 48.71 | 48.58 | | | | |
| | Specific Humidity (grains/lbm) | 52.91 | 52.62 | 52.34 | | | | |
| | NOx Corr Factor | 0.9059 | 0.9048 | 0.9037 | | | | |
| | CO2 Dilution Factor | 11.063 | 17.605 | 12.620 | | | | |
| | CFV Vmix (scf @68F) | 2062.51 | 3531.37 | 2063.56 | | | | |
| | | | | | | | | |
| | CVS Flow Rate Avg (scfm) | 244.13 | 243.54 | 243.44 | | | | |
| | | | | | | | | |
| | Fan Placement: One Fan - Down - Front | | | | | | | |
| | Phase Time (secs) | 506.90 | 870.00 | 508.59 | | | | |
| | Distance (miles) | 3.574 | 3.853 | 3.592 | | | | |
| | Bag Analysis Time (secs) | 76.9 | 73.0 | 73.0 | | | | |
| | | | | | | | | |
| MFR Test Results for Procedure 21 Federal fuel 2-day exhaust (w/can load) | | | | | | | | |
| <u>MFR Number</u> 1E+07 | <u>HC</u> 0.0072 | <u>CO</u> 0.191 | <u>NOx</u> 0.0029 | <u>CO2</u> 327 | <u>NMOG</u> 0 | <u>NonMeth HC</u> 0.0058 | | |
| <u>Odometer</u> 3780 M | <u>MPG</u> 27.1 | | | | MFR Lab: Volkswagen AG, Dept EASZ/1 | | | |
| | | MPG is 1.12 % higher than EPA MPG | | | Dyno: 21 Fuel: 61 Tier 2 Cert Gasoline | | | |
| I have validated the data in accordance with the requirements of TP 730 | | | | | | | | |
| Validated By:  | | Date: 8-11-10 | | | | | | |

v100414 - d002 EPA/DAEm100811084210
Page 2 of 2
Print Time 11-Aug-2010 09:49

Paired Data Offset of ≥3% Report

| MFR | | Num | Load | | | | | |
|----------|------------|-----|------|---------|-----------|---------|--------|-----------------|
| VW | | 590 | MPH | EPA Lbs | Mfr. Lbs. | Delta % | target | veh EPA veh Mfr |
| VID: | VW35100220 | | 10 | 9.872 | 1.79 | -81.87% | 37.64 | 27.768 35.85 |
| Config 0 | | | 20 | 17.19 | 9.1 | -47.06% | 45.7 | 28.51 36.6 |
| | | | 30 | 28.164 | 19.93 | -29.24% | 57.18 | 29.016 37.25 |
| | | | 40 | 42.794 | 34.28 | -19.90% | 72.08 | 29.286 37.8 |
| | | | 50 | 61.08 | 52.15 | -14.62% | 90.4 | 29.32 38.25 |
| | | | 60 | 83.022 | 73.54 | -11.42% | 112.14 | 29.118 38.6 |

Test Numbers Date Dyno
 231004 FTP 8/11/10 D002
 231005 HFET 8/11/10 D002
 231006 US06 8/11/10 D002

Vehicle+Set= Target

Offset Summary

Quickcheck CD % Diff #DIV/0!

| | | <u>EPA</u> | <u>MFG</u> | <u>Mfg Diff%</u> | | | <u>EPA</u> | <u>MFG</u> | <u>Mfg Diff%</u> |
|-----|------|------------|------------|------------------|------|------------|------------|------------|------------------|
| FTP | FE | 26.8 | 27.1 | 1.12% | US06 | FE (Bag2) | 30.38 | 33.9 | 11.59% |
| | THC | 0.01133 | 0.0072 | -36.45% | | FE (Total) | 25.84 | 25.7 | -0.54% |
| | CO | 0.24752 | 0.191 | -22.83% | | THC | 0.00735 | 0.0271 | 268.71% |
| | NOx | 0.00153 | 0.0029 | 89.54% | | CO | 0.41884 | 0.557 | 32.99% |
| | CO2 | 331.209 | 327.000 | -1.27% | | NOx | 0.00967 | 0.0197 | 103.72% |
| | CH4 | | | #DIV/0! | | CO2 | 343.131 | 344 | 0.25% |
| | NMHC | 0.0089 | 0.0058 | -34.83% | | CH4 | | | #DIV/0! |
| | | | | | NMHC | 0.0053 | 0.0254 | 379.25% | |

| | | | | |
|------|------|-------|--------|---------|
| HFET | FE | 39.67 | 42.3 | 6.63% |
| | THC | 0.001 | 0.0074 | 640.00% |
| | CO | 0.114 | 0.286 | 150.88% |
| | NOx | 0.002 | 0.0066 | 230.00% |
| | CO2 | 223.7 | 209 | -6.57% |
| | CH4 | | | #DIV/0! |
| | NMHC | 0 | 0.0072 | #DIV/0! |

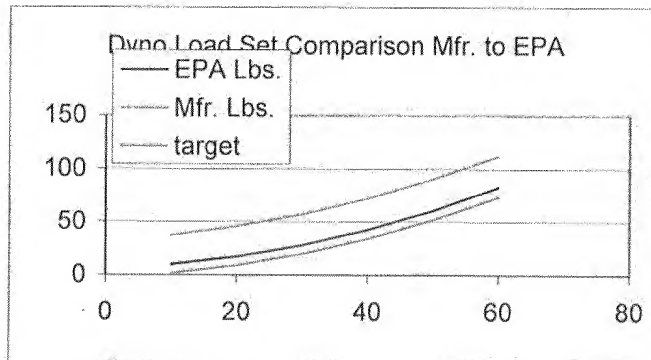
Dyno Set

| Coeffs. | EPA | MFG | Target |
|---------|---------|--------|--------|
| A | 6.21 | -2 | 33 |
| B | 0.1834 | 0.203 | 0.293 |
| C | 0.01828 | 0.0176 | 0.0171 |

Finding: FTP Test results and related information indicate results are valid
 HFET Test results and related information indicate results are valid
 US06 Test results and related information indicate results are valid

Observations on finding:

- 1 EPA RLD values 9 lb higher than MFR.
- 2 CO2 values support FE offsets
- 3 There were no errors with these test to account for the FE bias




Results reviewed by

Jul Bm
 Signature

8/11/10
 Date

CE125

| NVFEL Laboratory Test Data | | | | | | | | CVS |
|---|--|--|-----------|---|----------------------|------------|-----------------------|----------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | | |
|  | | Test Number: 2010-0231-005 Test Date: 8/11/2010 Key Start: 10:13:11 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 3 Calculation Method: Gasoline Pretest Remarks: | | Vehicle ID: VW36100220 MFR Name: VOLKSWAGEN MFR Codes: 590 VWX Config #: 00 Transmission: AUTO Shift Schedule: A09980011 Beginning Odometer: 003980.0 MI Drive Schedule: hwfet_hwfet | | | | |
| Test Information | | | | | | | | |
| Bag Data | | | | | | | | |
| | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> | |
| | | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Phase 1 | | | | | | | | |
| Sample | | 3.417 | 11.864 | 0.177 | 1.491 | 2.141 | | |
| Ambient | | 3.715 | 0.329 | 0.031 | 0.047 | 2.340 | | |
| Net Concentration | | 0.116 | 11.572 | 0.149 | 1.449 | 0.061 | 0.051 | |
| Remarks: | | | | | | | | |
| Phase 2 | | | | | | | | |
| Sample | | | | | | | | |
| Ambient | | | | | | | | |
| Net Concentration | | | | | | | | |
| Remarks: | | | | | | | | |
| Phase 3 | | | | | | | | |
| Sample | | | | | | | | |
| Ambient | | | | | | | | |
| Net Concentration | | | | | | | | |
| Remarks: | | | | | | | | |
| Phase 4 | | | | | | | | |
| Sample | | | | | | | | |
| Ambient | | | | | | | | |
| Net Concentration | | | | | | | | |
| Remarks: | | | | | | | | |
| Remarks: | | | | | | | | |
| Results | | | | | | | | |
| | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> | <u>Vol MPG</u> |
| | | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | | 0.001 | 0.114 | 0.002 | 223.7 | 0.000 | 0.000 / 0.000 | 39.711 |
| (NMOG=1.04xNMHC) | | | | | | | | |
| Fuel Economy | | | | | | | | |
| | | <u>Gasoline MPG</u> | | | <u>Dyno Settings</u> | | <u>Dyno #:</u> D002 | |
| Phase 1 | | 39.67 | | | | | Inertia: 3625 | |
| | | | | | | | EPA Set Co A: 6.21 | |
| | | | | | | | EPA Set Co B: 0.1834 | |
| | | | | | | | EPA Set Co C: 0.01828 | |
| Emissions Bench: D002 | | | | | | | | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0231-005

Vehicle ID: VW36100220

Results



| | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.006 | 1.165 | 0.023 | 2292.7 | 0.004 | 0.003 | 1.071 |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|--------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.01 | | | |
| Avg Cell Temp (degF) | 75.05 | | | |
| Dew Point (degF) | 49.78 | | | |
| Specific Humidity (grains/lbm) | 54.78 | | | |
| NOx Corr Factor | 0.9132 | | | |
| CO2 Dilution Factor | 8.981 | | | |
| CFV Vmix (scf @68F) | 3054.14 | | | |

CVS Flow Rate Avg (scfm) 239.54

Fan Placement: One Fan - Down - Front

Phase Time (secs) 765.01

Distance (miles) 10.248

Bag Analysis Time (secs) 74.5

MFR Test Results

for Procedure 3 HWFE

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|-------|--------|-----|------|------------|
| 1E+07 | 0.0074 | 0.286 | 0.0066 | 209 | 0 | 0.0072 |

Odometer
3666 M

MPG
42.3

MFR Lab: Volkswagen AG, Dept EASZ/1

MPG is 6.62 % higher than EPA MPG

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline

I have validated the data in accordance with the requirements of TP 730

Validated By:

[Signature]

Date:

8-11-10

CERT

| NVFEL Laboratory Test Data | | | | | | | CVS |
|--|---------------------|-------------------------------------|------------|------------|------------|-------------------------------------|----------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2010-0231-006 | | Vehicle ID: VW36100220 | | | | | |
| Test Date: 8/11/2010 | | MFR Name: VOLKSWAGEN | | | | | |
| Key Start: 11:00:21 | | MFR Codes: 590 VWX | | | | | |
| Fuel Container ID: F00023 | | Config #: 00 | | | | | |
| Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: AUTO | | | | | |
| Test Procedure: 89 US06 | | Shift Schedule: A09980041 | | | | | |
| Calculation Method: Gasoline | | Beginning Odometer: 004001.0 MI | | | | | |
| Pretest Remarks: | | Drive Schedule: us06warmup_2bagus06 | | | | | |
| <hr/> | | | | | | | |
| Bag Data | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> | |
| | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Phase 1 | | | | | | | |
| Sample | 3.957 | 32.050 | 0.488 | 0.872 | 2.355 | | |
| Ambient | 3.224 | 0.252 | 0.013 | 0.045 | 2.237 | | |
| Net Concentration | 0.944 | 31.815 | 0.476 | 0.830 | 0.264 | 0.661 | |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | 3.451 | 10.361 | 0.181 | 1.114 | 2.160 | | |
| Ambient | 3.241 | 0.253 | 0.018 | 0.045 | 2.233 | | |
| Net Concentration | 0.480 | 10.130 | 0.165 | 1.072 | 0.112 | 0.359 | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Results | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> | <u>Vol MPG</u> |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.019 | 1.275 | 0.029 | 523.0 | 0.006 | 0.013 / 0.014 | 16.932 |
| Phase 2 | 0.004 | 0.176 | 0.004 | 292.0 | 0.001 | 0.003 / 0.003 | 30.414 |
| Remarks: | | | | | | | |
| Composite | 0.00735 | 0.41884 | 0.00967 | 343.131 | 0.00221 | (NMOG=1.04xNMHC) 0.0053 / 0.0055 | |
| Fuel Economy | | | | | | | |
| | <u>Gasoline MPG</u> | <u>Dyno Settings</u> | | | | | |
| Phase 1 | 16.92 | Dyno #: D002 | | | | | |
| Phase 2 | 30.38 | Inertia: 3625 | | | | | |
| | | EPA Set Co A: 6.21 | | | | | |
| | | EPA Set Co B: 0.1834 | | | | | |
| | | EPA Set Co C: 0.01828 | | | | | |
| Composite | 25.84 | Emissions Bench: D002 | | | | | |

FE diff 7.3%

Road load ABC, 2008 spec 1's, tail pipe BP OK

8-11-10

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0231-006

Vehicle ID: VW36100220

Results



| | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.033 | 2.255 | 0.051 | 924.8 | 0.011 | 0.023 | 1.071 |
| Phase 2 | 0.026 | 1.093 | 0.027 | 1818.4 | 0.007 | 0.019 | |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|--------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.01 | 29.01 | | |
| Avg Cell Temp (degF) | 75.09 | 75.22 | | |
| Dew Point (degF) | 49.40 | 49.66 | | |
| Specific Humidity (grains/lbm) | 54.01 | 54.55 | | |
| NOx Corr Factor | 0.9102 | 0.9123 | | |
| CO2 Dilution Factor | 15.304 | 12.019 | | |
| CFV Vmix (scf @68F) | 2149.94 | 3273.54 | | |

CVS Flow Rate Avg (scfm) 541.55 538.12

Fan Placement: USO6 Only - One Large Fan - Down - Front

| | | | |
|--------------------------|--------|--------|--------|
| Phase Time (secs) | 130.00 | 365.01 | 108.20 |
| Distance (miles) | 1.768 | 6.226 | |
| Bag Analysis Time (secs) | 82.1 | 266.9 | |

MFR Test Results

for Procedure 90 US06

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|-------|--------|-----|------|------------|
| 1E+07 | 0.0271 | 0.557 | 0.0197 | 344 | 0 | 0.0254 |

Odometer
3687 M

MPG
25.7

MPG is -0.56 % lower than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline

I have validated the data in accordance with the requirements of TP 730

Validated By:

David VanAntwerp

Date:

8-11-10

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/11/2010 8:34:08 PM
Subject: Re: Diesel Shift Tables

Thanks.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/11/2010 04:00 PM
Subject: Diesel Shift Tables

Hello Jim,

I will contact Germany for to see if any of the shift tables currently in the system will work for the M6 diesel.
I should have an answer for you by the end of the week.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: richard.thomas@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 8/12/2010 12:35:45 PM
Subject: Fw: Confirmatory cert test data on the 2011 Jetta

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 08/12/2010 08:35 AM -----

From: Jim Snyder/AA/USEPA/US
To: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 08/11/2010 04:26 PM
Subject: Confirmatory cert test data on the 2011 Jetta

[attachment "2011 VW Jetta 1st tests.pdf" deleted by Jim Snyder/AA/USEPA/US]


Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov


To: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; ichard.thomas@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 8/12/2010 7:06:29 PM
Subject: RE: Confirmatory cert test data on the 2011 Tiquan
[2011 VW Tiquan 1st US06.pdf](#)

The FTP city and Highway are longer due to PM analysis. Should have friday.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

Cen

| NVFEL Laboratory Test Data | | | | | | | CVS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------|---------------|-------------------------------|-------------------------|---------|-----------------|---------|--------------|--------------|---------------|---------|---------|-------|-------------|------------|---------|-------|-------|---------------|-------|--------|----------------|---------------------|---------|-------|-------|-----------------------|-------|--------|---------------|-----------------------|-----------|-------|-------|-------------------------------|---------|-------|---------------|--------|------------------|-------|--|-------------------|-------|---------|-------|-------|-----------|---------|----------|---------|---------|---------|-----------------|--|--|----------------|--|--|--|--|--|--|--------|-------|--------|-------|-------|-------|--|---------|-------|-------|-------|-------|-------|--|-------------------|-------|--------|-------|-------|-------|-------|----------|--|--|--|--|--|--|----------------|--|--|--|--|--|--|--------|--|--|--|--|--|--|---------|--|--|--|--|--|--|-------------------|--|--|--|--|--|--|----------|--|--|--|--|--|--|----------------|--|--|--|--|--|--|--------|--|--|--|--|--|--|---------|--|--|--|--|--|--|-------------------|--|--|--|--|--|--|----------|--|--|--|--|--|--|---|--|--|--|--|--|--|--|---------|--------|----|-----|-----|-----|-------------|---------|--|-------|-------|-------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-------|---------------|--------|---------|-------|-------|-------|-------|-------|---------------|--------|------------------|--|--|--|--|--|--|--|-----------|---------|---------|---------|---------|---------|-----------------|--|---|--|--|--|--|--|--|--|--------------|--------------|---------------|---------|---------|-------|--|------------|---------|-------|--|---------------|--|--|--|---------------------|--|--|--|-----------------------|--|--|--|-----------------------|-----------|-------|--|-------------------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Test Number: 2010-0242-006 | | | | Vehicle ID: VW416 80218 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div style="display: flex; justify-content: space-between;"> <div>  </div> <div> Test Information Test Date: 8/11/2010 Key Start: 13:07:03 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 89 US06 Calculation Method: Gasoline Pretest Remarks: </div> <div> MFR Name: AUDI MFR Codes: 640 Config #: 00 Transmission: AUTO Shift Schedule: A06400020 Beginning Odometer: 004519.0 MI Drive Schedule: us06warmup_2bagus06 </div> </div> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Bag Data</th> <th>HC-FID</th> <th>CO</th> <th>NOx</th> <th>CO2</th> <th>CH4</th> <th>NonMeth HC</th> </tr> <tr> <th></th> <th>(ppmC)</th> <th>(ppm)</th> <th>(ppm)</th> <th>(%)</th> <th>(ppm)</th> <th>(ppmC)</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sample</td> <td>7.211</td> <td>178.654</td> <td>1.297</td> <td>0.843</td> <td>3.130</td> <td></td> </tr> <tr> <td>Ambient</td> <td>4.241</td> <td>1.309</td> <td>0.022</td> <td>0.042</td> <td>2.087</td> <td></td> </tr> <tr> <td>Net Concentration</td> <td>3.243</td> <td>177.429</td> <td>1.276</td> <td>0.803</td> <td>1.178</td> <td>1.972</td> </tr> <tr> <td colspan="7">Remarks:</td> </tr> <tr> <td>Phase 2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sample</td> <td>5.710</td> <td>74.000</td> <td>0.729</td> <td>1.130</td> <td>2.499</td> <td></td> </tr> <tr> <td>Ambient</td> <td>4.255</td> <td>1.244</td> <td>0.026</td> <td>0.042</td> <td>2.089</td> <td></td> </tr> <tr> <td>Net Concentration</td> <td>1.816</td> <td>72.862</td> <td>0.705</td> <td>1.091</td> <td>0.588</td> <td>1.182</td> </tr> <tr> <td colspan="7">Remarks:</td> </tr> <tr> <td>Phase 3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sample</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ambient</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Net Concentration</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="7">Remarks:</td> </tr> <tr> <td>Phase 4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sample</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ambient</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Net Concentration</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="7">Remarks:</td> </tr> <tr> <td colspan="8"> <table border="1"> <thead> <tr> <th>Results</th> <th>HC-FID</th> <th>CO</th> <th>NOx</th> <th>CO2</th> <th>CH4</th> <th>NMHC / NMOG</th> <th>Vol MPG</th> </tr> <tr> <th></th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(mpg)</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>0.066</td> <td>7.335</td> <td>0.081</td> <td>522.0</td> <td>0.028</td> <td>0.040 / 0.042</td> <td>16.659</td> </tr> <tr> <td>Phase 2</td> <td>0.016</td> <td>1.315</td> <td>0.020</td> <td>309.5</td> <td>0.006</td> <td>0.011 / 0.011</td> <td>28.531</td> </tr> <tr> <td colspan="7">(NMOG=1.04xNMHC)</td> <td></td> </tr> <tr> <td>Composite</td> <td>0.02735</td> <td>2.64948</td> <td>0.03313</td> <td>356.599</td> <td>0.01092</td> <td>0.0172 / 0.0179</td> <td></td> </tr> </tbody> </table> </td> </tr> <tr> <td colspan="8"> <table border="1"> <thead> <tr> <th>Fuel Economy</th> <th>Gasoline MPG</th> <th>Dyno Settings</th> <th>Dyno #:</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>16.64</td> <td></td> <td>D329 - FWD</td> </tr> <tr> <td>Phase 2</td> <td>28.50</td> <td></td> <td>Inertia: 3875</td> </tr> <tr> <td></td> <td></td> <td></td> <td>EPA Set Co A: 15.56</td> </tr> <tr> <td></td> <td></td> <td></td> <td>EPA Set Co B: -0.1295</td> </tr> <tr> <td></td> <td></td> <td></td> <td>EPA Set Co C: 0.02613</td> </tr> <tr> <td>Composite</td> <td>24.59</td> <td></td> <td>Emissions Bench: Mexa 7200dle</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> | | | | | | | | Bag Data | HC-FID | CO | NOx | CO2 | CH4 | NonMeth HC | | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | Phase 1 | | | | | | | Sample | 7.211 | 178.654 | 1.297 | 0.843 | 3.130 | | Ambient | 4.241 | 1.309 | 0.022 | 0.042 | 2.087 | | Net Concentration | 3.243 | 177.429 | 1.276 | 0.803 | 1.178 | 1.972 | Remarks: | | | | | | | Phase 2 | | | | | | | Sample | 5.710 | 74.000 | 0.729 | 1.130 | 2.499 | | Ambient | 4.255 | 1.244 | 0.026 | 0.042 | 2.089 | | Net Concentration | 1.816 | 72.862 | 0.705 | 1.091 | 0.588 | 1.182 | Remarks: | | | | | | | Phase 3 | | | | | | | Sample | | | | | | | Ambient | | | | | | | Net Concentration | | | | | | | Remarks: | | | | | | | Phase 4 | | | | | | | Sample | | | | | | | Ambient | | | | | | | Net Concentration | | | | | | | Remarks: | | | | | | | <table border="1"> <thead> <tr> <th>Results</th> <th>HC-FID</th> <th>CO</th> <th>NOx</th> <th>CO2</th> <th>CH4</th> <th>NMHC / NMOG</th> <th>Vol MPG</th> </tr> <tr> <th></th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(mpg)</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>0.066</td> <td>7.335</td> <td>0.081</td> <td>522.0</td> <td>0.028</td> <td>0.040 / 0.042</td> <td>16.659</td> </tr> <tr> <td>Phase 2</td> <td>0.016</td> <td>1.315</td> <td>0.020</td> <td>309.5</td> <td>0.006</td> <td>0.011 / 0.011</td> <td>28.531</td> </tr> <tr> <td colspan="7">(NMOG=1.04xNMHC)</td> <td></td> </tr> <tr> <td>Composite</td> <td>0.02735</td> <td>2.64948</td> <td>0.03313</td> <td>356.599</td> <td>0.01092</td> <td>0.0172 / 0.0179</td> <td></td> </tr> </tbody> </table> | | | | | | | | Results | HC-FID | CO | NOx | CO2 | CH4 | NMHC / NMOG | Vol MPG | | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) | Phase 1 | 0.066 | 7.335 | 0.081 | 522.0 | 0.028 | 0.040 / 0.042 | 16.659 | Phase 2 | 0.016 | 1.315 | 0.020 | 309.5 | 0.006 | 0.011 / 0.011 | 28.531 | (NMOG=1.04xNMHC) | | | | | | | | Composite | 0.02735 | 2.64948 | 0.03313 | 356.599 | 0.01092 | 0.0172 / 0.0179 | | <table border="1"> <thead> <tr> <th>Fuel Economy</th> <th>Gasoline MPG</th> <th>Dyno Settings</th> <th>Dyno #:</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>16.64</td> <td></td> <td>D329 - 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| Bag Data | HC-FID | CO | NOx | CO2 | CH4 | NonMeth HC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sample | 7.211 | 178.654 | 1.297 | 0.843 | 3.130 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ambient | 4.241 | 1.309 | 0.022 | 0.042 | 2.087 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Net Concentration | 3.243 | 177.429 | 1.276 | 0.803 | 1.178 | 1.972 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Remarks: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sample | 5.710 | 74.000 | 0.729 | 1.130 | 2.499 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ambient | 4.255 | 1.244 | 0.026 | 0.042 | 2.089 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Net Concentration | 1.816 | 72.862 | 0.705 | 1.091 | 0.588 | 1.182 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Remarks: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sample | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ambient | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Net Concentration | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Remarks: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sample | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ambient | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Net Concentration | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Remarks: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Results</th> <th>HC-FID</th> <th>CO</th> <th>NOx</th> <th>CO2</th> <th>CH4</th> <th>NMHC / NMOG</th> <th>Vol MPG</th> </tr> <tr> <th></th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(mpg)</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>0.066</td> <td>7.335</td> <td>0.081</td> <td>522.0</td> <td>0.028</td> <td>0.040 / 0.042</td> <td>16.659</td> </tr> <tr> <td>Phase 2</td> <td>0.016</td> <td>1.315</td> <td>0.020</td> <td>309.5</td> <td>0.006</td> <td>0.011 / 0.011</td> <td>28.531</td> </tr> <tr> <td colspan="7">(NMOG=1.04xNMHC)</td> <td></td> </tr> <tr> <td>Composite</td> <td>0.02735</td> <td>2.64948</td> <td>0.03313</td> <td>356.599</td> <td>0.01092</td> <td>0.0172 / 0.0179</td> <td></td> </tr> </tbody> </table> | | | | | | | | Results | HC-FID | CO | NOx | CO2 | CH4 | NMHC / NMOG | Vol MPG | | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) | Phase 1 | 0.066 | 7.335 | 0.081 | 522.0 | 0.028 | 0.040 / 0.042 | 16.659 | Phase 2 | 0.016 | 1.315 | 0.020 | 309.5 | 0.006 | 0.011 / 0.011 | 28.531 | (NMOG=1.04xNMHC) | | | | | | | | Composite | 0.02735 | 2.64948 | 0.03313 | 356.599 | 0.01092 | 0.0172 / 0.0179 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Results | HC-FID | CO | NOx | CO2 | CH4 | NMHC / NMOG | Vol MPG | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 1 | 0.066 | 7.335 | 0.081 | 522.0 | 0.028 | 0.040 / 0.042 | 16.659 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 2 | 0.016 | 1.315 | 0.020 | 309.5 | 0.006 | 0.011 / 0.011 | 28.531 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (NMOG=1.04xNMHC) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Composite | 0.02735 | 2.64948 | 0.03313 | 356.599 | 0.01092 | 0.0172 / 0.0179 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Fuel Economy</th> <th>Gasoline MPG</th> <th>Dyno Settings</th> <th>Dyno #:</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>16.64</td> <td></td> <td>D329 - FWD</td> </tr> <tr> <td>Phase 2</td> <td>28.50</td> <td></td> <td>Inertia: 3875</td> </tr> <tr> <td></td> <td></td> <td></td> <td>EPA Set Co A: 15.56</td> </tr> <tr> <td></td> <td></td> <td></td> <td>EPA Set Co B: -0.1295</td> </tr> <tr> <td></td> <td></td> <td></td> <td>EPA Set Co C: 0.02613</td> </tr> <tr> <td>Composite</td> <td>24.59</td> <td></td> <td>Emissions Bench: Mexa 7200dle</td> </tr> </tbody> </table> | | | | | | | | Fuel Economy | Gasoline MPG | Dyno Settings | Dyno #: | Phase 1 | 16.64 | | D329 - FWD | Phase 2 | 28.50 | | Inertia: 3875 | | | | EPA Set Co A: 15.56 | | | | EPA Set Co B: -0.1295 | | | | EPA Set Co C: 0.02613 | Composite | 24.59 | | Emissions Bench: Mexa 7200dle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fuel Economy | Gasoline MPG | Dyno Settings | Dyno #: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 1 | 16.64 | | D329 - FWD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Phase 2 | 28.50 | | Inertia: 3875 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EPA Set Co A: 15.56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EPA Set Co B: -0.1295 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | EPA Set Co C: 0.02613 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Composite | 24.59 | | Emissions Bench: Mexa 7200dle | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|--------------------------|----------------------|-----------------------|---|-------------------------------------|-----------------------------|----------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2010-0242-006 | | | | Vehicle ID: VW416 80218 | | | |
| Results  | <u>HC-FID</u> (grams) | <u>CO</u> (grams) | <u>NOx</u> (grams) | <u>CO2</u> (grams) | <u>CH4</u> (grams) | <u>NMHC</u> (grams) | <u>Meth Response</u> |
| Phase 1 | 0.118 | 13.029 | 0.144 | 927.1 | 0.050 | 0.072 | 1.079 |
| Phase 2 | 0.101 | 8.202 | 0.122 | 1930.4 | 0.038 | 0.066 | |
| Test Conditions | | | | | | | |
| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> | | | |
| Barometer (inHg) | 28.99 | 28.99 | | | | | |
| Avg Cell Temp (degF) | 74.26 | 74.44 | | | | | |
| Dew Point (degF) | 52.12 | 52.08 | | | | | |
| Specific Humidity (grains/lbm) | 59.86 | 59.78 | | | | | |
| NOx Corr Factor | 0.9336 | 0.9332 | | | | | |
| CO2 Dilution Factor | 15.559 | 11.776 | | | | | |
| CFV Vmix (scf @68F) | 2227.28 | 3414.34 | | | | | |
| CVS Flow Rate Avg (scfm) | 564.58 | 561.26 | | | | | |
| Fan Placement: USO6 Only - One Large Fan - Down - Front | | | | | | | |
| Phase Time (secs) | 130.01 | 364.99 | 106.70 | | | | |
| Distance (miles) | 1.776 | 6.237 | | | | | |
| Bag Analysis Time (secs) | 81.8 | 253.4 | | | | | |
| MFR Test Results for Procedure 90 US06 | | | | | | | |
| <u>MFR Number</u> 1E+07 | <u>HC</u> 0.024 | <u>CO</u> 2.92 | <u>NOx</u> 0.069 | <u>CO2</u> 352 | <u>NMOG</u> 0 | <u>NonMeth HC</u> 0.0151 | |
| <u>Odometer</u> 4426 M | <u>MPG</u> 24.9 | | | | MFR Lab: Volkswagen AG, Dept EASZ/1 | | |
| MPG is 1.27 % higher than EPA MPG | | | | Dyno: 21 Fuel: 61 Tier 2 Cert Gasoline | | | |
| I have validated the data in accordance with the requirements of TP 730 | | | | | | | |
| Validated By: <u> </u> | | | Date: <u>8/11/10</u> | | | | |

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 8/13/2010 7:04:30 PM
Subject: Re: Diesel Shift Tables

Bob, Thanks for the help on the diesel. Hope you are feeling better today.

I talked to the lab and they said they'd release the Tiquan data today but still haven't seen them as of 1:30. I'll check one more time.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/13/2010 08:47 AM
Subject: Diesel Shift Tables

Hello Jim,

According to our diesel cert engineer, shift tables 590 0035 (FTP) and 590 0036 (HFET) can be used as indicated in the MY 2009 Application Common Sections (Section 12). These shift tables should already be in the EPA Lab database. They are the standard VW gasoline engine M6 shift tables.

Here are the upshift points by speed.

UP-SHIFT

1 - 2 15 mph
2 - 3 25 mph
3 - 4 40 mph
4 - 5 47 mph
5 - 6 52 mph

Due to the gear ratios in the diesel transmission the following declutch points must be used:

DECLUTCH

6 - 0 30 mph
5 - 0 25mph
4 - 0 20mph

I am still waiting for the US06 schedule.

Best regards,

Bob Hart

From: Hart, Robert (VWoA)
Sent: Wednesday, August 11, 2010 4:00 PM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: Diesel Shift Tables

Hello Jim,

I will contact Germany for to see if any of the shift tables currently in the system will work for the M6 diesel.
I should have an answer for you by the end of the week.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 8/13/2010 7:36:09 PM
Subject: Re: VW36100220 Release
william.rodgers@vw.com

I tried to sign off on it but I can't find the paperwork, I think Van Amberg has it. I'll leave a note for Vince to sign off early Monday morning but call before you come out to verify.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 08/13/2010 08:28 AM
Subject: VW36100220 Release

Hello Jim,
Can you please make arrangements to release the Jetta #VW36100220 so we can pick it up after we deliver the other Jetta (VW36100250) on Monday morning the 16th.

Thanks,
Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

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(o_l_/o)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 8/13/2010 8:03:47 PM
Subject: Tiquan test results
[2011 VW Tiquan FTP and 2nd US06 wPM.pdf](#)

Showed up but Hwy is missing.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

CERT
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Information



Test Number: 2010-0242-004
 Test Date: 8/11/2010
 Key Start / Hot Soak: 09:51:45 / 10:07
 Fuel Container ID: F00023
 Fuel Type: 61 Tier 2 Cert Test Fuel
 Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa
 Calculation Method: Gasoline
 Pretest Remarks:

Vehicle ID: VW416 80218
 MFR Name: AUDI
 MFR Codes: 640 ADX
 Config #: 00
 Transmission: AUTO
 Shift Schedule: A06400035
 Beginning Odometer: 004484.0 MI
 Drive Schedule: ftp3bag
 Soak Period: 19.8 hours

Bag Data

Phase 1

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Sample | 13.519 | 68.890 | 0.872 | 0.977 | 3.267 | |
| Ambient | 5.364 | 1.272 | 0.029 | 0.045 | 2.392 | |
| Net Concentration | 8.549 | 67.712 | 0.845 | 0.935 | 1.051 | 7.415 |

Remarks:

Phase 2

| | | | | | | |
|-------------------|-------|-------|-------|-------|-------|-------|
| Sample | 3.492 | 2.513 | 0.300 | 0.685 | 2.342 | |
| Ambient | 3.535 | 0.232 | 0.023 | 0.044 | 2.439 | |
| Net Concentration | 0.139 | 2.293 | 0.278 | 0.643 | 0.028 | 0.109 |

Remarks:

Phase 3

| | | | | | | |
|-------------------|-------|-------|-------|-------|-------|-------|
| Sample | 3.222 | 8.950 | 0.102 | 0.888 | 2.600 | |
| Ambient | 3.122 | 0.287 | 0.026 | 0.044 | 2.503 | |
| Net Concentration | 0.307 | 8.683 | 0.078 | 0.847 | 0.264 | 0.022 |

Remarks:

Phase 4

Sample
 Ambient
 Net Concentration

Remarks: This test has particulate results.

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|----------|-----------------|-------------|--------------|--------------|--------------|-------------------------------------|------------------|
| Phase 1 | 0.110 | 1.756 | 0.033 | 381.2 | 0.016 | 0.095 / 0.099 | 23.132 |
| Phase 2 | 0.003 | 0.095 | 0.017 | 418.5 | 0.001 | 0.002 / 0.002 | 21.237 |
| Phase 3 | 0.004 | 0.224 | 0.003 | 342.9 | 0.004 | 0.000 / 0.000 | 25.904 |
| Weighted | 0.02533 | 0.47508 | 0.01677 | 389.924 | 0.00465 | (NMOG=1.04xNMHC) 0.0210 / 0.0218 | |

Fuel Economy

| | Gasoline MPG | Dyno Settings | Dyno #: |
|----------|--------------|---------------|-------------------------------|
| Phase 1 | 23.11 | | D329 - FWD |
| Phase 2 | 21.22 | | Inertia: 3875 |
| Phase 3 | 25.88 | | EPA Set Co A: 15.56 |
| | | | EPA Set Co B: -0.1295 |
| | | | EPA Set Co C: 0.02613 |
| Weighted | 22.73 | | Emissions Bench: Mexa 7200dle |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0242-004

Vehicle ID: VW416 80218

| Results | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.394 | 6.297 | 0.119 | 1366.8 | 0.056 | 0.342 | 1.079 |
| Phase 2 | 0.011 | 0.365 | 0.067 | 1609.7 | 0.003 | 0.009 | |
| Phase 3 | 0.014 | 0.806 | 0.011 | 1235.2 | 0.014 | 0.001 | |



Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|--------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.00 | 29.00 | 28.99 | |
| Avg Cell Temp (degF) | 74.45 | 74.83 | 74.93 | |
| Dew Point (degF) | 50.78 | 51.10 | 50.94 | |
| Specific Humidity (grains/lbm) | 56.92 | 57.60 | 57.28 | |
| NOx Corr Factor | 0.9217 | 0.9244 | 0.9231 | |
| CO2 Dilution Factor | 13.605 | 19.540 | 15.063 | |
| CFV Vmix (scf @68F) | 2807.29 | 4807.71 | 2800.51 | |
| Total Vmix (scf@68F) | 2820.65 | 4830.71 | 2813.85 | |
| CVS Flow Rate Avg (scfm) | 332.55 | 331.49 | 331.68 | |

Fan Placement: One Fan - Down - Front

| | | | |
|--------------------------|--------|--------|--------|
| Phase Time (secs) | 506.50 | 870.20 | 506.60 |
| Distance (miles) | 3.585 | 3.846 | 3.602 |
| Bag Analysis Time (secs) | 953.6 | 146.8 | 91.7 |

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|------|-----|------|------------|
| 1E+07 | 0.0202 | 0.49 | 0.02 | 378 | 0 | 0.015 |

Odometer
4239 M

MPG
23.4

MPG is 2.96 % higher than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline


I have validated the data in accordance with the requirements of TP 730

Validated By: _____

62797

Date: _____

8/12/10

| NVFEL Laboratory Test Data | | | | | | PARTICULATE | | |
|--|--|----------------------|------------------|---------------------------------|---------------|------------------------------|---------------------------|-------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | | |
| Test Number: 2010-0242-004 | | | | Vehicle ID: VW416 80218 | | | | |
|  | Test Date: 8/11/2010 | | | MFR Name: AUDI | | | | |
| | Key Start: 09:51:45 / 10:07 | | | MFR Codes: 640 ADX | | | | |
| | Fuel Container ID: F00023 | | | Config #: 00 | | | | |
| | Fuel Type: 61 Tier 2 Cert Test Fuel | | | Transmission: AUTO | | | | |
| | Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa | | | Shift Schedule: A06400035 | | | | |
| | Calculation Method: Gasoline | | | Beginning Odometer: 004484.0 MI | | | | |
| | Pretest Remarks: | | | Drive Schedule: fltp3bag | | | | |
| | | | | Soak Period: 19.8 hours | | | | |
| All filter weights are corrected for buoyancy. | | | | | | | | |
| Particulate | Filter Sampler | Filter No. | Tare (Pre Wt) | Gross (Post Wt) | Net Wt mg | Total Mass mg | Total Mass mg / mi | Filter comment |
| <u>Phase 1</u> | A | 38186 | 143.6335 | 143.6477 | 0.01418 | 8.970 | 2.502 | |
| | B | 38187 | 145.8188 | 145.8274 | 0.00857 | 5.408 | 1.508 | |
| | C | 38188 | 142.9500 | 142.9646 | 0.01459 | 9.269 | 2.586 | |
| Remarks: | | | | | | | | |
| <u>Phase 2</u> | A | 38189 | 143.0893 | 143.0980 | 0.00868 | 5.465 | 1.421 | |
| | B | 38190 | 143.3554 | 143.3700 | 0.01458 | 9.216 | 2.396 | |
| | C | 38191 | 145.1365 | 145.1445 | 0.00797 | 5.013 | 1.303 | |
| Remarks: | | | | | | | | |
| <u>Phase 3</u> | A | 38192 | 146.4261 | 146.4349 | 0.00876 | 5.532 | 1.536 | |
| | B | 38193 | 145.7238 | 145.7358 | 0.01197 | 7.562 | 2.099 | |
| | C | 38194 | 145.6262 | 145.6389 | 0.01267 | 8.042 | 2.233 | |
| Remarks: | | | | | | | | |
| <u>Phase 4</u> | | | | | | | | |
| Remarks: <u>This test has particulate results.</u> | | | | | | | | |
| <u>Average Results</u> | | | | | <u>Net Wt</u> | <u>Total Mass</u> | <u>Total Mass</u> | |
| | | | | | mg | mg | mg / mi | |
| Phase 1 | | | | | 0.01245 | 7.882 | 2.199 | |
| Phase 2 | | | | | 0.01041 | 6.565 | 1.707 | |
| Phase 3 | | | | | 0.01113 | 7.046 | 1.956 | |
| All filter weights are corrected for buoyancy. | | | | | | | | |
| Weighted All Filters: | | | | | | | 1.87745 | |
| <u>Reference Filter Stability Check</u> | | | <u>Tare</u> | <u>Gross</u> | <u>Net Wt</u> | <u>Stability Check</u> | <u>Dyno #:</u> D329 - FWD | |
| 2% of Avg Net or 0.01 mg | | | (Pre Wt) | (Post Wt) | mg | PASS/FAIL | Inertia: 3875 | |
| 0.01 | No. | 1 | 143.82859 | 143.82809 | -0.00050 | PASS | EPA Set Co A: 15.56 | |
| | 2 | 2 | 143.60554 | 143.60704 | 0.00150 | PASS | EPA Set Co B: -0.1295 | |
| | | | | | | | EPA Set Co C: 0.02613 | |
| Emissions Bench Mexa 7200dle | | | | | | | | |
| v100414 - d329 | | EPAVDAEm100811092037 | | Page 1 of 2 | | Print Time 12-Aug-2010 14:32 | | |

**NVFEL Laboratory Test Data****PARTICULATE**

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0242-004

Vehicle ID: VW416 80218

| <u>WEIGHING CHAMBER</u> | <u>Buoyancy</u> | <u>Operator</u> | <u>Chamber Temp</u> | <u>Dew Point</u> | <u>Barometer</u> | <u>Last Change in Status</u> | |
|-------------------------|-----------------|-----------------|---------------------|------------------|------------------|------------------------------|--------------------------|
| Timestamp | Factor | (id) | (°F) | (°F) | ("Hg) | Status @ timestamp | |
| Pre-test | 8/10/10 14:21 | 1.0011129 | 022298 | 71.5 | 49.1 | 29.04 | NORM @ 08/06/10 18:29:09 |
| Post-test | 8/12/10 11:57 | 1.0011080 | 022298 | 71.4 | 48.9 | 28.91 | NORM @ 08/06/10 18:29:09 |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|----------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 29.00 | 29.00 | 28.99 | |
| Avg Cell Temp (degF) | 74.45 | 74.83 | 74.93 | |
| Dew Point (degF) | 50.78 | 51.10 | 50.94 | |
| Specific Humidity (grains/lbm) | 56.92 | 57.60 | 57.28 | |
| NOx Corr Factor | 0.9217 | 0.9244 | 0.9231 | |
| Dilution Factor | 13.61 | 19.54 | 15.06 | |
| CFV Vmix (scf @68F) | 2807.29 | 4807.71 | 2800.51 | |
| Sample Volume A (scf @68F) | 4.460 | 7.671 | 4.457 | |
| Sample Volume B (scf @68F) | 4.468 | 7.645 | 4.454 | |
| Sample Volume C (scf @68F) | 4.439 | 7.679 | 4.433 | |
| Sample Volume D (scf @68F) | | | | |
| Sample Volume Average (scf @68F) | 4.455 | 7.665 | 4.448 | |
| Total Vmix (scf @68F) | 2820.65 | 4830.71 | 2813.85 | |
| Phase Time (sec) | 506.50 | 870.20 | 506.60 | |
| Distance (miles) | 3.585 | 3.846 | 3.602 | |
| PSU Probe A (degC) | | | | |
| PSU Probe B (degC) | | | | |
| PSU Probe C (degC) | | | | |
| PSU Dil Air A (degC) | 41.7 | 41.3 | 41.3 | |
| PSU Dil Air B (degC) | 43.8 | 43.3 | 43.2 | |
| PSU Dil Air C (degC) | 40.1 | 39.9 | 40.1 | |
| PSU Filter A (degC) | 45.0 | 47.0 | 44.9 | |
| PSU Filter B (degC) | 46.7 | 46.0 | 45.4 | |
| PSU Filter C (degC) | 44.6 | 44.6 | 44.9 | |
| PSU Dil Flow A (lpm) | 29.9 | 30.0 | 29.9 | |
| PSU Dil Flow B (lpm) | 30.0 | 29.9 | 29.9 | |
| PSU Dil Flow C (lpm) | 29.9 | 30.0 | 29.9 | |
| PSU A Proportionality | | | | |
| PSU B Proportionality | | | | |
| PSU C Proportionality | | | | |

I have validated the data in accordance with the requirements of TP 730

Validated By: 62787Date: 8/12/10

CERT
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0242-007

Vehicle ID: VW416 80218

Test Information



Test Date: 8/11/2010

Key Start: 13:56:49

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 90 US06

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: AUDI

MFR Codes: 640

ADX

Config #: 00

Transmission: AUTO

Shift Schedule: A06400020

Beginning Odometer: 004535.0 MI

Drive Schedule: us06_us06

Bag Data

Phase 1

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Sample | 3.864 | 49.568 | 0.703 | 1.014 | 2.253 | |
| Ambient | 3.176 | 1.154 | 0.030 | 0.043 | 1.994 | |
| Net Concentration | 0.930 | 48.502 | 0.675 | 0.974 | 0.411 | 0.486 |

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks: This test has particulate results.

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|---------|-----------------|-------------|--------------|--------------|--------------|----------------------|------------------|
| Phase 1 | 0.011 | 1.130 | 0.024 | 356.5 | 0.005 | 0.006 / 0.006 | 24.811 |

(NMOG=1.04xNMHC)

Fuel Economy

Gasoline MPG

Phase 1 24.79

Dyno Settings

Dyno #: D329 - FWD


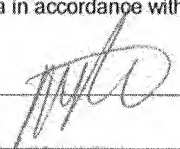
Inertia: 3875


EPA Set Co A: 15.56

EPA Set Co B: -0.1295

EPA Set Co C: 0.02613

Emissions Bench: Mexa 7200dle

| NVFEL Laboratory Test Data | | | | | | | CVS |
|--|--------------------------|----------------------|-----------------------|---|-------------------------------------|-----------------------------|----------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2010-0242-007 | | | | Vehicle ID: VW416 80218 | | | |
| Results  | <u>HC-FID</u> (grams) | <u>CO</u> (grams) | <u>NOx</u> (grams) | <u>CO2</u> (grams) | <u>CH4</u> (grams) | <u>NMHC</u> (grams) | <u>Meth Response</u> |
| Phase 1 | 0.086 | 9.041 | 0.192 | 2853.6 | 0.044 | 0.045 | 1.079 |
| Test Conditions | | | | | | | |
| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> | | | |
| Barometer (inHg) | 28.98 | | | | | | |
| Avg Cell Temp (degF) | 74.80 | | | | | | |
| Dew Point (degF) | 51.39 | | | | | | |
| Specific Humidity (grains/lbm) | 58.27 | | | | | | |
| NOx Corr Factor | 0.9271 | | | | | | |
| CO2 Dilution Factor | 13.146 | | | | | | |
| CFV Vmix (scf @68F) | 5637.95 | | | | | | |
| Total Vmix (scf@68F) | 5653.71 | | | | | | |
| CVS Flow Rate Avg (scfm) | 562.30 | | | | | | |
| Fan Placement: US06 Only - One Large Fan - Down - Front | | | | | | | |
| Phase Time (secs) | 601.60 | | | | | | |
| Distance (miles) | 8.004 | | | | | | |
| Bag Analysis Time (secs) | 85.0 | | | | | | |
| MFR Test Results for Procedure 90 US06 | | | | | | | |
| <u>MFR Number</u> 1E+07 | <u>HC</u> 0.024 | <u>CO</u> 2.92 | <u>NOx</u> 0.069 | <u>CO2</u> 352 | <u>NMOG</u> 0 | <u>NonMeth HC</u> 0.0151 | |
| <u>Odometer</u> 4426 M | <u>MPG</u> 24.9 | | | | MFR Lab: Volkswagen AG, Dept EASZ/1 | | |
| MPG is 0.46 % higher than EPA MPG | | | | Dyno: 21 Fuel: 61 Tier 2 Cert Gasoline | | | |
| I have validated the data in accordance with the requirements of TP 730 | | | | | | | |
| Validated By:  | | | | Date: 8.12.10 | | | |

| NVFEL Laboratory Test Data | | | | | | PARTICULATE | |
|--|-------------------------------------|---------------|---------------------------------|---------------------------|---------------|------------------------------|---------------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2010-0242-007 | | | | Vehicle ID: VW416 80218 | | | |
|  | Test Information | | | | | | |
| | Test Date: 8/11/2010 | | | MFR Name: AUDI | | | |
| | Key Start: 13:56:49 | | | MFR Codes: 640 ADX | | | |
| | Fuel Container ID: F00023 | | | Config #: 00 | | | |
| | Fuel Type: 61 Tier 2 Cert Test Fuel | | | Transmission: AUTO | | | |
| | Test Procedure: 90 US06 | | | Shift Schedule: A06400020 | | | |
| Calculation Method: Gasoline | | | Beginning Odometer: 004535.0 MI | | | | |
| Pretest Remarks: | | | Drive Schedule: us06_us06 | | | | |
| All filter weights are corrected for buoyancy. | | | | | | | |
| Particulate | Filter | Filter | Tare | Gross | Net Wt | Total Mass | Total Mass |
| | Sampler | No. | (Pre Wt) | (Post Wt) | mg | mg | mg / mi |
| Phase 1 | A | 38180 | 147.4178 | 147.4265 | 0.00867 | 9.342 | 1.167 |
| | B | 38181 | 145.2217 | 145.2308 | 0.00909 | 9.785 | 1.223 |
| | C | 38182 | 145.6573 | 145.6693 | 0.01199 | 12.902 | 1.612 |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Remarks: <u>This test has particulate results.</u> | | | | | | | |
| Average Results | | | | | Net Wt | Total Mass | Total Mass |
| | | | | | mg | mg | mg / mi |
| Phase 1 | | | | | 0.00992 | 10.676 | 1.334 |
| All filter weights are corrected for buoyancy. | | | | | | | |
| Reference Filter Stability Check | | | Tare | Gross | Net Wt | Stability Check | Dyno #: D329 - FWD |
| 2% of Avg Net or 0.01 mg | | | (Pre Wt) | (Post Wt) | mg | PASS/FAIL | Inertia: 3875 |
| 0.01 | No. | | | | | | EPA Set Co A: 15.56 |
| | 1 | 143.82709 | 143.82767 | 0.00058 | PASS | | EPA Set Co B: -0.1295 |
| | 2 | 143.60404 | 143.60853 | 0.00449 | PASS | | EPA Set Co C: 0.02613 |
| Emissions Bench Mexa 7200dle | | | | | | | |
| v100414 - d329 EPAVDAEm100811132623 | | | | Page 1 of 2 | | Print Time 12-Aug-2010 13:44 | |



NVFEL Laboratory Test Data

PARTICULATE

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0242-007

Vehicle ID: VW416 80218

| WEIGHING CHAMBER | Timestamp | Buoyancy Factor | Operator (id) | Chamber Temp (°F) | Dew Point (°F) | Barometer ("Hg) | Last Change in Status |
|------------------|---------------|-----------------|---------------|-------------------|----------------|-----------------|--------------------------|
| Pre-test | 8/10/10 13:35 | 1.0011129 | 000000 | 71.5 | 49.1 | 29.04 | NORM @ 08/06/10 18:29:09 |
| Post-test | 8/12/10 12:54 | 1.0011079 | 022298 | 71.4 | 48.8 | 28.91 | NORM @ 08/06/10 18:29:09 |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|----------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 28.98 | | | |
| Avg Cell Temp (degF) | 74.80 | | | |
| Dew Point (degF) | 51.39 | | | |
| Specific Humidity (grains/lbm) | 58.27 | | | |
| NOx Corr Factor | 0.9271 | | | |
| Dilution Factor | 13.15 | | | |
| CFV Vmix (scf @68F) | 5637.95 | | | |
| Sample Volume A (scf @68F) | 5.250 | | | |
| Sample Volume B (scf @68F) | 5.250 | | | |
| Sample Volume C (scf @68F) | 5.253 | | | |
| Sample Volume D (scf @68F) | | | | |
| Sample Volume Average (scf @68F) | 5.251 | | | |
| Total Vmix (scf @68F) | 5653.71 | | | |
| Phase Time (sec) | 601.60 | | | |
| Distance (miles) | 8.004 | | | |
| PSU Probe A (degC) | | | | |
| PSU Probe B (degC) | | | | |
| PSU Probe C (degC) | | | | |
| PSU Dil Air A (degC) | 41.5 | | | |
| PSU Dil Air B (degC) | 43.4 | | | |
| PSU Dil Air C (degC) | 40.4 | | | |
| PSU Filter A (degC) | 45.4 | | | |
| PSU Filter B (degC) | 46.5 | | | |
| PSU Filter C (degC) | 45.1 | | | |
| PSU Dil Flow A (lpm) | 29.7 | | | |
| PSU Dil Flow B (lpm) | 29.7 | | | |
| PSU Dil Flow C (lpm) | 29.6 | | | |
| PSU A Proportionality | | | | |
| PSU B Proportionality | | | | |
| PSU C Proportionality | | | | |

I have validated the data in accordance with the requirements of TP 730

Validated By: _____

Date: _____

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 8/13/2010 8:12:27 PM
Subject: RE: Tiquan test results

Looks like they are in Verify now too.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/13/2010 04:10 PM
Subject: RE: Tiquan test results

Thanks, Jim.

Bob

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Friday, August 13, 2010 4:04 PM
To: Rodgers, William
Cc: Hart, Robert (VWoA)
Subject: Tiquan test results

Showed up but Hwy is missing.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William"
[William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 8/17/2010 2:59:23 PM
Subject: EPA hwy results of 2011 Tiquan
[2011 VW Tiquan HWY.pdf](#)

Jim Snyder
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(734) 214-4946
snyder.jim@epa.gov

CERT

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0242-005

Vehicle ID: VW416 80218

Test Information



Test Date: 8/11/2010

Key Start: 11:10:38

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 3

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: AUDI

MFR Codes: 640 ADX

Config #: 00

Transmission: AUTO

Shift Schedule: A06400036

Beginning Odometer: 004495.0 MI

Drive Schedule: hwfet_hwfet

Bag Data

| | HC-FID | CO | NOx | CO2 | CH4 | NonMeth HC |
|-------------------|--------|-------|-------|-------|-------|------------|
| Phase 1 | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) |
| Sample | 3.461 | 6.688 | 0.480 | 1.155 | 2.469 | |
| Ambient | 2.535 | 0.141 | 0.026 | 0.042 | 2.126 | |
| Net Concentration | 1.145 | 6.559 | 0.456 | 1.117 | 0.526 | 0.577 |

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks: This test has particulate results.

Results

| | HC-FID | CO | NOx | CO2 | CH4 | NMHC / NMOG | Vol MPG |
|---------|--------|-------|-------|-------|-------|---------------|---------|
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.008 | 0.089 | 0.009 | 237.6 | 0.004 | 0.004 / 0.004 | 37.402 |

(NMOG=1.04xNMHC)

Fuel Economy

| | Gasoline MPG | Coastdown secs: | | Dyno Settings | Dyno #: |
|---------|--------------|-----------------|-------|---------------|-------------------------------|
| Phase 1 | 37.36 | | 17.76 | | D329 - FWD |
| | | | 17.78 | | Inertia: 3875 |
| | | | 17.76 | | EPA Set Co A: 15.56 |
| | | | | | EPA Set Co B: -0.1295 |
| | | | | | EPA Set Co C: 0.02613 |
| | | | 17.76 | | Emissions Bench: Mexa 7200dle |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0242-005

Vehicle ID: VW416 80218

Results



| | <u>HC-FID</u> (grams) | <u>CO</u> (grams) | <u>NOx</u> (grams) | <u>CO2</u> (grams) | <u>CH4</u> (grams) | <u>NMHC</u> (grams) | <u>Meth Response</u> |
|---------|--------------------------|----------------------|-----------------------|-----------------------|-----------------------|------------------------|----------------------|
| Phase 1 | 0.079 | 0.909 | 0.096 | 2432.9 | 0.042 | 0.040 | 1.079 |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|--------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 29.00 | | | |
| Avg Cell Temp (degF) | 74.57 | | | |
| Dew Point (degF) | 51.50 | | | |
| Specific Humidity (grains/lbm) | 58.47 | | | |
| NOx Corr Factor | 0.9279 | | | |
| CO2 Dilution Factor | 11.588 | | | |
| CFV Vmix (scf @68F) | 4185.47 | | | |
| Total Vmix (scf@68F) | 4205.44 | | | |
| CVS Flow Rate Avg (scfm) | 328.23 | | | |

Fan Placement: One Fan - Down - Front

| | |
|--------------------------|--------|
| Phase Time (secs) | 765.10 |
| Distance (miles) | 10.241 |
| Bag Analysis Time (secs) | 74.8 |

MFR Test Results

for Procedure 3 HWFE

| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> |
|-------------------|-----------|-----------|------------|------------|-------------|-------------------|
| 1E+07 | 0.0081 | 0.22 | 0.021 | 246 | 0 | 0.0046 |

Odometer
4266 M

MPG
36

MPG is -3.65 % lower than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline

I have validated the data in accordance with the requirements of TP 730

Validated By: _____

Date: _____

8-16-10

NVFEL Laboratory Test Data

PARTICULATE

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0242-005

Vehicle ID: VW416 80218

Test Information



Test Date: 8/11/2010

MFR Name: AUDI

Key Start: 11:10:38

MFR Codes: 640

ADX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: AUTO

Test Procedure: 3

Shift Schedule: A06400036

Calculation Method: Gasoline

Beginning Odometer: 004495.0 MI

Pretest Remarks:

Drive Schedule: hwfet_hwfet

All filter weights are corrected for buoyancy.

| Particulate | Filter Sampler | Filter No. | Tare (Pre Wt) | Gross (Post Wt) | Net Wt mg | Total Mass mg | Total Mass mg / mi | Filter comment |
|-------------|-------------------|---------------|------------------|--------------------|--------------|------------------|-----------------------|-------------------|
| Phase 1 | A | 38177 | 147.5069 | 147.5235 | 0.01666 | 10.443 | 1.020 | |
| | B | 38178 | 146.5628 | 146.5791 | 0.01627 | 10.210 | 0.997 | |
| | C | 38179 | 144.7838 | 144.7892 | 0.00546 | 3.501 | 0.342 | |

Remarks:

Phase 2

Remarks:

Phase 3

Remarks:

Phase 4

Remarks: This test has particulate results.

Average Results

| | Net Wt mg | Total Mass mg | Total Mass mg / mi |
|---------|--------------|------------------|-----------------------|
| Phase 1 | 0.01280 | 8.051 | 0.786 |

All filter weights are corrected for buoyancy.

Reference Filter Stability Check

| 2% of Avg Net or 0.01 mg | No. | Tare (Pre Wt) | Gross (Post Wt) | Net Wt mg | Stability Check | Dyno #: D329 - FWD |
|--------------------------|-----|------------------|--------------------|--------------|-----------------|-----------------------|
| 0.01 | 1 | 143.82709 | 143.82896 | 0.00187 | PASS | Inertia: 3875 |
| | 2 | 143.60404 | 143.60691 | 0.00287 | PASS | EPA Set Co A: 15.56 |
| | | | | | | EPA Set Co B: -0.1295 |
| | | | | | | EPA Set Co C: 0.02613 |

Emissions Bench Mexa 7200dle

**NVFEL Laboratory Test Data****PARTICULATE****Final Laboratory Test Results- Refer to VERIFY Reports for Official Data**

Test Number: 2010-0242-005

Vehicle ID: VW416 80218

| WEIGHING CHAMBER | | <u>Buoyancy</u> | <u>Operator</u> | <u>Chamber Temp</u> | <u>Dew Point</u> | <u>Barometer</u> | <u>Last Change in Status</u> |
|-------------------------|------------------|-----------------|-----------------|---------------------|------------------|------------------|------------------------------|
| | <u>Timestamp</u> | <u>Factor</u> | <u>(id)</u> | <u>(°F)</u> | <u>(°F)</u> | <u>("Hg)</u> | <u>Status @ timestamp</u> |
| Pre-test | 8/10/10 13:35 | 1.0011129 | 022298 | 71.5 | 49.1 | 29.04 | NORM @ 08/06/10 18:29:09 |
| Post-test | 8/12/10 14:21 | 1.0011071 | 022298 | 71.6 | 48.7 | 28.90 | NORM @ 08/06/10 18:29:09 |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|----------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 29.00 | | | |
| Avg Cell Temp (degF) | 74.57 | | | |
| Dew Point (degF) | 51.50 | | | |
| Specific Humidity (grains/lbm) | 58.47 | | | |
| NOx Corr Factor | 0.9279 | | | |
| Dilution Factor | 11.59 | | | |
| CFV Vmix (scf @68F) | 4185.47 | | | |
| Sample Volume A (scf @68F) | 6.710 | | | |
| Sample Volume B (scf @68F) | 6.700 | | | |
| Sample Volume C (scf @68F) | 6.564 | | | |
| Sample Volume D (scf @68F) | | | | |
| Sample Volume Average (scf @68F) | 6.658 | | | |
| Total Vmix (scf @68F) | 4205.44 | | | |
| Phase Time (sec) | 765.10 | | | |
| Distance (miles) | 10.241 | | | |
| PSU Probe A (degC) | | | | |
| PSU Probe B (degC) | | | | |
| PSU Probe C (degC) | | | | |
| PSU Dil Air A (degC) | 41.5 | | | |
| PSU Dil Air B (degC) | 43.3 | | | |
| PSU Dil Air C (degC) | 40.2 | | | |
| PSU Filter A (degC) | 45.3 | | | |
| PSU Filter B (degC) | 47.8 | | | |
| PSU Filter C (degC) | 45.7 | | | |
| PSU Dil Flow A (lpm) | 29.8 | | | |
| PSU Dil Flow B (lpm) | 29.8 | | | |
| PSU Dil Flow C (lpm) | 29.9 | | | |
| PSU A Proportionality | | | | |
| PSU B Proportionality | | | | |
| PSU C Proportionality | | | | |

I have validated the data in accordance with the requirements of TP 730

Validated By: _____

Date: _____

8-16-10

Paired Data Offset of ≥3% Report

| MFR | | Num | Load | | | | | |
|----------|-------------|-----|------|---------|-----------|---------|--------|-----------------|
| Audi | | 640 | MPH | EPA Lbs | Mfr. Lbs. | Delta % | target | veh EPA veh Mfr |
| VID: | VW416 80218 | | 10 | 16.878 | 24.34 | 44.21% | 40.81 | 23.932 16.47 |
| Config 0 | | | 20 | 23.422 | 29.7 | 26.80% | 49.56 | 26.138 19.86 |
| | | | 30 | 35.192 | 40.08 | 13.89% | 63.25 | 28.058 23.17 |
| | | | 40 | 52.188 | 55.48 | 6.31% | 81.88 | 29.692 26.4 |
| | | | 50 | 74.41 | 75.9 | 2.00% | 105.45 | 31.04 29.55 |
| | | | 60 | 101.858 | 101.34 | -0.51% | 133.96 | 32.102 32.62 |

Test Numbers Date Dyno
 242004 FTP 8/11/10 D329
 242005 HFET 8/11/10 D329
 US06

Vehicle+Set= Target

Offset Summary

Quickcheck CD % Diff -4.63%

| | | EPA | MFG | Mfg Diff% | | | EPA | MFG | Mfg Diff% |
|-----|------|---------|---------|-----------|------|------------|-----|-----|-----------|
| FTP | FE | 22.73 | 23.4 | 2.95% | US06 | FE (Bag2) | | | #DIV/0! |
| | THC | 0.02533 | 0.0202 | -20.25% | | FE (Total) | | | #DIV/0! |
| | CO | 0.47508 | 0.49 | 3.14% | | THC | | | #DIV/0! |
| | NOx | 0.01677 | 0.02 | 19.26% | | CO | | | #DIV/0! |
| | CO2 | 389.924 | 378.000 | -3.06% | | NOx | | | #DIV/0! |
| | CH4 | | | #DIV/0! | | CO2 | | | #DIV/0! |
| | NMHC | 0.021 | 0.015 | -28.57% | | CH4 | | | #DIV/0! |
| | | | | | | NMHC | | | #DIV/0! |

| | | | | |
|------|------|-------|--------|---------|
| HFET | FE | 37.36 | 36 | -3.64% |
| | THC | 0.008 | 0.0081 | 1.25% |
| | CO | 0.089 | 0.22 | 147.19% |
| | NOx | 0.009 | 0.021 | 133.33% |
| | CO2 | 237.6 | 246 | 3.54% |
| | CH4 | | | #DIV/0! |
| | NMHC | 0.004 | 0.0046 | 15.00% |

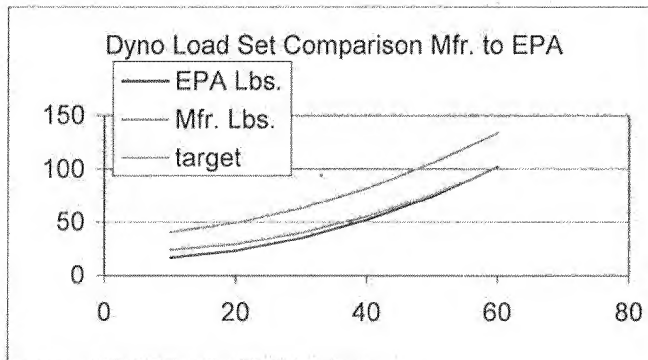
Dyno Set

| Coeffs. | EPA | MFG | Target |
|---------|---------|--------|--------|
| A | 15.56 | 24 | 37 |
| B | -0.1295 | -0.217 | 0.134 |
| C | 0.02613 | 0.0251 | 0.0247 |

Finding: FTP Test results and related information indicate results are valid
 HFET Test results and related information indicate results are valid
 US06

Observations on finding:

- 1 EPA RLD values within 1 lb.
- 2
- 3



Results reviewed by

De J. M.
 Signature

8/16/10
 Date

To: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=Joel Ball/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Ball/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; eonard.Kata@vw.com;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 8/17/2010 3:02:58 PM
Subject: Audi Meeting with EPA: Discussion topics

Audi AG has provided a more refined list of discussion topics. These are shown below:

EPA Meeting

- * Idle stop system – Last mode strategy
- * Worst case mode for emission certification and OBD emission impact tests
- * EPA position on Evap Test procedure for PHEV
- * HEV application for certification
- * New emission related components for MY 2012 GHG
- * MIL on and additional information / text message
- * Audi Hybrid and battery cooling at the dynamometer
- * Clarification of dynamometer test mode for future vehicles

See you on Thursday.

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 8/17/2010 8:55:11 PM
Subject: Re: Diesel Shift Tables

Bob, since this diesel uses the same schedules as the gas engines, is the US06 the same as the Tiquan we just tested? It uses 0035, 0036, and 0020 for US06.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/13/2010 08:47 AM
Subject: Diesel Shift Tables

Hello Jim,

According to our diesel cert engineer, shift tables 590 0035 (FTP) and 590 0036 (HFET) can be used as indicated in the MY 2009 Application Common Sections (Section 12). These shift tables should already be in the EPA Lab database. They are the standard VW gasoline engine M6 shift tables.

Here are the upshift points by speed.

UP-SHIFT

1 - 2 15 mph
2 - 3 25 mph
3 - 4 40 mph
4 - 5 47 mph
5 - 6 52 mph

Due to the gear ratios in the diesel transmission the following declutch points must be used:

DECLUTCH

6 - 0 30 mph
5 - 0 25mph
4 - 0 20mph

I am still waiting for the US06 schedule.

Best regards,

Bob Hart

From: Hart, Robert (VWoA)
Sent: Wednesday, August 11, 2010 4:00 PM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: Diesel Shift Tables

Hello Jim,

I will contact Germany for to see if any of the shift tables currently in the system will work for the M6 diesel.
I should have an answer for you by the end of the week.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/18/2010 3:55:21 PM
Subject: Re: Retest Request for VW Tiguan - VW416 80218 cfg. 0

Bob, do you know if Bentley is considering a retest on the US06? If so, we should do it before we switch fuels on monday.

Jim Snyder
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snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Reisner, Axel, Dr. (EASZ/1)" <axel.reisner@volkswagen.de>
Date: 08/18/2010 09:01 AM
Subject: Retest Request for VW Tiguan - VW416 80218 cfg. 0

Hello Jim,

I informed Vince Mazaitis that Volkswagen has requested a retest of the FTP and HWFET for the VW Tiguan – VW416 80218 cfg. 0.
Both fuel economy values are more than 3% different from the manufacturer test results.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326


Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William"
[William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 8/19/2010 12:18:28 PM
Subject: Fw: VW36100250 Lab Test Report
[VW36100250 8-18-10.pdf](#)

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 08/19/2010 08:17 AM -----

From: Vincent Mazaitis/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/19/2010 06:50 AM
Subject: VW36100250 Lab Test Report

CER

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|---|-------------------------------|-------------------------|---------------------------------|------------|-------------------------------------|----------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2010-0225-005 | | | | Vehicle ID: VW36100250 | | | |
| Test Information | | | | | | | |
|  | Test Date: 8/18/2010 | | | MFR Name: VOLKSWAGEN | | | |
| | Key Start / Hot Soak: 07:10:58 / 09:42 | | | MFR Codes: 590 VWX | | | |
| | Fuel Container ID: F00023 | | | Config #: 00 | | | |
| | Fuel Type: 61 Tier 2 Cert Test Fuel | | | Transmission: AUTO | | | |
| | Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa) | | | Shift Schedule: A09980005 | | | |
| | Calculation Method: Gasoline | | | Beginning Odometer: 003378.0 MI | | | |
| Pretest Remarks: | | | Drive Schedule: ftp3bag | | | | |
| | | | Soak Period: 16.6 hours | | | | |
| Bag Data | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> | |
| Phase 1 | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Sample | 12.580 | 49.678 | 1.200 | 0.864 | 2.841 | | |
| Ambient | 2.536 | 0.000 | 0.017 | 0.044 | 2.025 | | |
| Net Concentration | 10.208 | 49.678 | 1.184 | 0.822 | 0.947 | 9.126 | |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | 3.281 | 3.056 | 0.028 | 0.549 | 2.232 | | |
| Ambient | 2.467 | 0.000 | 0.016 | 0.044 | 2.023 | | |
| Net Concentration | 0.915 | 3.056 | 0.013 | 0.507 | 0.293 | 0.580 | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | 3.555 | 7.269 | 0.139 | 0.760 | 2.305 | | |
| Ambient | 2.421 | 0.000 | 0.027 | 0.044 | 2.010 | | |
| Net Concentration | 1.271 | 7.269 | 0.113 | 0.718 | 0.409 | 0.804 | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Results | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> | <u>Vol MPG</u> |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.128 | 1.261 | 0.045 | 328.1 | 0.014 | 0.115 / 0.119 | 26.900 |
| Phase 2 | 0.018 | 0.124 | 0.001 | 322.9 | 0.007 | 0.012 / 0.012 | 27.514 |
| Phase 3 | 0.016 | 0.186 | 0.004 | 288.6 | 0.006 | 0.010 / 0.011 | 30.774 |
| Weighted | 0.04056 | 0.37686 | 0.01086 | 314.550 | 0.00802 | (NMOG=1.04xNMHC) 0.0326 / 0.0339 | |
| Fuel Economy | | | | | | | |
| | <u>Gasoline MPG</u> | <u>Dyno Settings</u> | | | | | |
| Phase 1 | 26.87 | Dyno #: D329 - FWD | | | | | |
| Phase 2 | 27.49 | Inertia: 3250 | | | | | |
| Phase 3 | 30.74 | EPA Set Co A: 5.22 | | | | | |
| | | EPA Set Co B: 0.379 | | | | | |
| | | EPA Set Co C: 0.01389 | | | | | |
| Weighted | 28.13 | Emissions Bench: Mexa 7200sle | | | | | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0225-005

Vehicle ID: VW36100250

Results



| | <u>HC-FID</u> (grams) | <u>CO</u> (grams) | <u>NOx</u> (grams) | <u>CO2</u> (grams) | <u>CH4</u> (grams) | <u>NMHC</u> (grams) | <u>Meth Response</u> |
|---------|--------------------------|----------------------|-----------------------|-----------------------|-----------------------|------------------------|----------------------|
| Phase 1 | 0.459 | 4.512 | 0.160 | 1174.0 | 0.049 | 0.411 | 1.143 |
| Phase 2 | 0.071 | 0.476 | 0.003 | 1239.4 | 0.026 | 0.045 | |
| Phase 3 | 0.058 | 0.664 | 0.015 | 1031.2 | 0.021 | 0.036 | |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|---------------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 29.16 | 29.16 | 29.16 | |
| Avg Cell Temp (degF) | 75.29 | 74.74 | 74.50 | |
| Dew Point (degF) | 49.33 | 48.94 | 48.67 | |
| Specific Humidity (grains/lbm) | 53.59 | 52.80 | 52.26 | |
| NOx Corr Factor | 0.9086 | 0.9055 | 0.9035 | |
| CO2 Dilution Factor | 15.397 | 24.372 | 17.604 | |
| CFV Vmix (scf @68F) | 2755.09 | 4720.13 | 2770.28 | |
| CVS Flow Rate Avg (scfm) | 326.30 | 325.79 | 328.10 | |
| Fan Placement: One Fan - Down - Front | | | | |
| Phase Time (secs) | 506.60 | 869.30 | 506.60 | |
| Distance (miles) | 3.578 | 3.838 | 3.573 | |
| Bag Analysis Time (secs) | 878.8 | 1103.5 | 121.0 | |

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> |
|-------------------|-----------|-----------|------------|------------|-------------|-------------------|
| 1E+07 | 0.0347 | 0.45 | 0.0132 | 324 | 0 | 0.0302 |

| <u>Odometer</u> | <u>MPG</u> | <u>PM</u> |
|-----------------|------------|-----------|
| 3164 M | 27.3 | 0.002 |

MPG is -2.96 % lower than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline

I have validated the data in accordance with the requirements of TP 730

Validated By: _____

Date: _____

8-18-10

CERT
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0225-006

Vehicle ID: VW36100250

Test Information



Test Date: 8/18/2010

Key Start: 08:30:01

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 3

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: VOLKSWAGEN

MFR Codes: 590 VWX

Config #: 00

Transmission: AUTO

Shift Schedule: A09980011

Beginning Odometer: 003389.0 MI

Drive Schedule: hwfet_hwfet

Bag Data

Phase 1

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Sample | 3.283 | 5.820 | 0.089 | 1.055 | 2.429 | |
| Ambient | 2.430 | 0.000 | 0.014 | 0.043 | 2.001 | |
| Net Concentration | 1.045 | 5.820 | 0.076 | 1.016 | 0.585 | 0.376 |

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|---------|-----------------|-------------|--------------|--------------|--------------|----------------------|------------------|
| Phase 1 | 0.007 | 0.078 | 0.002 | 213.3 | 0.004 | 0.002 / 0.003 | 41.662 |

(NMOG=1.04xNMHC)

Fuel Economy

| | Gasoline MPG |
|---------|--------------|
| Phase 1 | 41.62 |

Dyno Settings

Dyno #: D329 - FWD
Inertia: 3250
EPA Set Co A: 5.22
EPA Set Co B: 0.379
EPA Set Co C: 0.01389

Emissions Bench: Mexa 7200sie

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0225-006

Vehicle ID: VW36100250

Results



Phase 1

HC-FID
(grams)

0.071

CO
(grams)

0.795

NOx
(grams)

0.015

CO2
(grams)

2180.9

CH4
(grams)

0.046

NMHC
(grams)

0.025

Meth Response

1.143

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|--------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.14 | | | |
| Avg Cell Temp (degF) | 75.04 | | | |
| Dew Point (degF) | 49.09 | | | |
| Specific Humidity (grains/lbm) | 53.14 | | | |
| NOx Corr Factor | 0.9068 | | | |
| CO2 Dilution Factor | 12.688 | | | |
| CFV Vmix (scf @68F) | 4144.50 | | | |
| CVS Flow Rate Avg (scfm) | 325.02 | | | |

Fan Placement: One Fan - Down - Front

Phase Time (secs) 765.10

Distance (miles) 10.226

Bag Analysis Time (secs) 105.2

MFR Test Results

for Procedure 3 HWFE

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|-----|-----|------|------------|
| 1E+07 | 0.0112 | 0.11 | 0 | 221 | 0 | 0.0073 |

Odometer 3175 M
MPG 40.1
PM

0.018

MFR Lab: Volkswagen AG, Dept EASZ/1

MPG is -3.66 % lower than EPA MPG

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline

I have validated the data in accordance with the requirements of TP 730

Validated By:

Date:

CERT

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0225-004

Vehicle ID: VW36100250

Test Information



Test Date: 8/18/2010

Key Start: 09:16:57

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 89 US06

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: VOLKSWAGEN

MFR Codes: 590 VWX

Config #: 00

Transmission: AUTO

Shift Schedule: A09980041

Beginning Odometer: 003410.0 MI

Drive Schedule: us06warmup_2bagus06

Bag Data

Phase 1

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Sample | 5.469 | 157.201 | 0.245 | 0.808 | 3.131 | |
| Ambient | 2.490 | 0.000 | 0.038 | 0.043 | 1.975 | |
| Net Concentration | 3.133 | 157.201 | 0.209 | 0.768 | 1.277 | 1.674 |

Remarks:

Phase 2

| | | | | | | |
|-------------------|-------|---------|-------|-------|-------|-------|
| Sample | 5.576 | 238.253 | 0.144 | 1.052 | 3.356 | |
| Ambient | 2.492 | 0.000 | 0.044 | 0.043 | 1.976 | |
| Net Concentration | 3.284 | 238.253 | 0.103 | 1.013 | 1.539 | 1.525 |

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol MPG (mpg) |
|-----------|-----------------|-------------|--------------|--------------|--------------|-------------------------------------|------------------|
| Phase 1 | 0.063 | 6.387 | 0.013 | 490.7 | 0.030 | 0.034 / 0.035 | 17.750 |
| Phase 2 | 0.029 | 4.242 | 0.003 | 283.3 | 0.016 | 0.013 / 0.014 | 30.652 |
| Composite | 0.03652 | 4.71769 | 0.00494 | 329.293 | 0.01881 | (NMOG=1.04xNMHC) 0.0179 / 0.0187 | |

Fuel Economy

| | Gasoline MPG | Dyno Settings | Dyno #: D329 - FWD |
|-----------|--------------|-----------------------|--------------------|
| Phase 1 | 17.73 | Inertia: 3250 | |
| Phase 2 | 30.62 | EPA Set Co A: 5.22 | |
| | | EPA Set Co B: 0.379 | |
| | | EPA Set Co C: 0.01389 | |
| Composite | 26.39 | | |

Emissions Bench: Mexa 7200sle

v100414 - d329

EPAVDAEm100818085336

Page 1 of 2

Print Time 18-Aug-2010 09:45

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0225-004

Vehicle ID: VW36100250

Results

| | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.112 | 11.321 | 0.022 | 869.7 | 0.053 | 0.060 | 1.143 |
| Phase 2 | 0.180 | 26.387 | 0.017 | 1762.3 | 0.098 | 0.084 | |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|--------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.14 | 29.14 | | |
| Avg Cell Temp (degF) | 74.48 | 75.20 | | |
| Dew Point (degF) | 49.09 | 49.20 | | |
| Specific Humidity (grains/lbm) | 53.14 | 53.37 | | |
| NOx Corr Factor | 0.9068 | 0.9077 | | |
| CO2 Dilution Factor | 16.249 | 12.447 | | |
| CFV Vmix (scf @68F) | 2184.30 | 3359.11 | | |
| CVS Flow Rate Avg (scfm) | 553.69 | 552.18 | | |

Fan Placement: US06 Only - One Large Fan - Down - Front

| | | | |
|--------------------------|--------|--------|--------|
| Phase Time (secs) | 130.01 | 364.99 | 106.70 |
| Distance (miles) | 1.772 | 6.220 | |
| Bag Analysis Time (secs) | 110.2 | 321.8 | |

MFR Test Results

for Procedure 90 US06

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|--------|-----|------|------------|
| 1E+07 | 0.0297 | 2.24 | 0.0067 | 296 | 0 | 0.0208 |

Odometer
3305 M

MPG
29.7

MFR Lab: Volkswagen AG, Dept EASZ/1

MPG is 12.53 % higher than EPA MPG

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline

Road load ABC, zero span 1's, tail pipe BP OK DV 8-18-10
I have validated the data in accordance with the requirements of TP 730

Validated By: *[Signature]*

Date: *8-18-10*

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 8/19/2010 9:36:52 PM
Subject: Re: VW Group: Retest Request for Volkswagen Test Vehicle VW36100250 cfg. 0

done

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/19/2010 12:36 PM
Subject: VW Group: Retest Request for Volkswagen Test Vehicle VW36100250 cfg. 0

Hello Jim,

Volkswagen requests a retest for both the HWFET and US06 for test vehicle VW36100250 cfg. 0.

Volkswagen has accepted the test results for the FTP for that vehicle configuration.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 8/20/2010 2:55:46 PM
Subject: Re: VW Group: Bentley US06 Retest Request Recinded

I canceled the retest and informed the lab to go straight to the refueling.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/20/2010 10:38 AM
Subject: VW Group: Bentley US06 Retest Request Recinded

Hello Jim,

Bentley has decided to cancel the request for a retest of the US06 for test vehicle BY61021 cfg. 0 and accept the original test results.

Please call me if you have any questions.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 8/23/2010 5:57:11 PM
Subject: Re: Cert Request Submitted

Yep, on this afternoon's agenda .

Also saw the Bentley conditional.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/23/2010 01:40 PM
Subject: Cert Request Submitted

Hello Jim,

Just another "heads up" for a certificate request if you haven't already seen it. The certificate request for test group BVWXT03.6U76 was submitted on 19-Aug-10.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 8/24/2010 5:13:48 PM
Subject: Re: VW Group: Letter to Allow Porsche to Use VW Test Results

Looks good.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/23/2010 03:17 PM
Subject: VW Group: Letter to Allow Porsche to Use VW Test Results

Hello Jim,

The attached letter has been submitted through the Verify System.
The letter grants permission for Porsche to use VW test results from the MY 2011 VW Touareg Hybrid in test group BVWXT03.0HEV for the emissions certification of the Porsche Cayenne Hybrid.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com
[attachment "CBI_BVWX_CORRES_LETTER01_R00.PDF" deleted by Jim Snyder/AA/USEPA/US]

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/25/2010 12:26:47 PM
Subject: Fw: VW416 80218 : 2nd test results
[VW416 80218 8-24-10.pdf](#)

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 08/25/2010 08:26 AM -----

From: Vincent Mazaitis/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/25/2010 07:07 AM
Subject: VW416 80218

Jim,

Please find enclosed the Laboratory re-test results for the subject vehicle.

Thanks,

Vince Mazaitis

CERT

| NVFEL Laboratory Test Data | | | | | | | CVS |
|--|--|--|-----------|---------------------------------|----------------------|-----------------------|-------------------------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Information | | Test Date: 8/24/2010 | | Vehicle ID: VW416 80218 | | | |
| | | Key Start / Hot Soak: 10:36:56 / 09:39 | | MFR Name: AUDI | | MFR Codes: 640 ADX | |
| | | Fuel Container ID: F00023 | | Config #: 00 | | | |
| | | Fuel Type: 61 Tier 2 Cert Test Fuel | | Transmission: MANUAL | | | |
| | | Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa | | Shift Schedule: A06400035 | | | |
| | | Calculation Method: Gasoline | | Beginning Odometer: 004558.0 MI | | | |
| | | Pretest Remarks: | | Drive Schedule: ftp3bag | | | |
| | | | | Soak Period: 20.0 hours | | | |
| Bag Data | | | | | | | |
| | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> |
| Phase 1 | | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) |
| Sample | | 19.686 | 99.822 | 1.436 | 1.386 | 3.159 | |
| Ambient | | 8.005 | 0.350 | 0.002 | 0.044 | 2.017 | |
| Net Concentration | | 12.516 | 99.509 | 1.434 | 1.346 | 1.352 | 11.068 |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | | 4.616 | 22.700 | 0.104 | 0.962 | 1.898 | |
| Ambient | | 4.801 | 0.347 | 0.000 | 0.043 | 1.983 | |
| Net Concentration | | 0.160 | 22.379 | 0.104 | 0.922 | 0.058 | 0.098 |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | 3.294 | 23.324 | 0.619 | 1.260 | 2.089 | |
| Ambient | | 3.154 | 0.365 | 0.006 | 0.043 | 1.950 | |
| Net Concentration | | 0.437 | 22.993 | 0.614 | 1.222 | 0.323 | 0.092 |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Results | | | | | | | |
| | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> |
| | | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) |
| Phase 1 | | 0.117 | 1.874 | 0.040 | 398.4 | 0.015 | 0.103 / 0.107 |
| Phase 2 | | 0.002 | 0.672 | 0.005 | 435.0 | 0.001 | 0.001 / 0.002 |
| Phase 3 | | 0.004 | 0.431 | 0.017 | 359.7 | 0.003 | 0.001 / 0.001 |
| Weighted | | 0.02655 | 0.85499 | 0.01523 | 406.743 | 0.00449 | (NMOG=1.04xNMHC) 0.0224 / 0.0233 |
| Fuel Economy | | | | | | | |
| | | <u>Gasoline MPG</u> | | | <u>Dyno Settings</u> | <u>Dyno #:</u> D002 | |
| Phase 1 | | 22.11 | | | | Inertia: 3875 | |
| Phase 2 | | 20.37 | | | | EPA Set Co A: 15.56 | |
| Phase 3 | | 24.65 | | | | EPA Set Co B: -0.1295 | |
| | | | | | | EPA Set Co C: 0.02613 | |
| Weighted | | 21.75 | | | | Emissions Bench: D002 | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0242-009

Vehicle ID: VW416 80218

Results



| | HC-FID (grams) | CO (grams) | NOx (grams) | CO2 (grams) | CH4 (grams) | NMHC (grams) | Meth Response |
|---------|-------------------|---------------|----------------|----------------|----------------|-----------------|---------------|
| Phase 1 | 0.421 | 6.757 | 0.143 | 1436.7 | 0.053 | 0.372 | 1.071 |
| Phase 2 | 0.009 | 2.603 | 0.018 | 1684.9 | 0.004 | 0.006 | |
| Phase 3 | 0.015 | 1.554 | 0.061 | 1297.3 | 0.012 | 0.003 | |

Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|---------------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 29.14 | 29.14 | 29.14 | |
| Avg Cell Temp (degF) | 75.27 | 75.30 | 75.40 | |
| Dew Point (degF) | 47.22 | 47.48 | 46.95 | |
| Specific Humidity (grains/lbm) | 49.49 | 50.00 | 48.99 | |
| NOx Corr Factor | 0.8929 | 0.8948 | 0.8911 | |
| CO2 Dilution Factor | 9.588 | 13.894 | 10.609 | |
| CFV Vmix (scf @68F) | 2059.68 | 3528.02 | 2049.83 | |
| CVS Flow Rate Avg (scfm) | 244.67 | 243.37 | 243.45 | |
| Fan Placement: One Fan - Down - Front | | | | |
| Phase Time (secs) | 505.10 | 869.80 | 505.20 | |
| Distance (miles) | 3.606 | 3.873 | 3.607 | |
| Bag Analysis Time (secs) | 74.9 | 74.0 | 74.0 | |

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|------|------|-----|------|------------|
| 1E+07 | 0.0202 | 0.49 | 0.02 | 378 | 0 | 0.015 |

Odometer
4239 M

MPG
23.4

MFR Lab: Volkswagen AG, Dept EASZ/1

MPG is 7.60 % higher than EPA MPG

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline

I have validated the data in accordance with the requirements of TP 730

Validated By:

Date: 8-24-10

CERT
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2010-0242-010

Vehicle ID: VW416 80218

Test Information



Test Date: 8/24/2010

Key Start: 12:13:15

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 03 HWFET (hwfetprep_hwfet)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: AUDI

MFR Codes: 640

ADX

Config #: 00

Transmission: MANUAL

Shift Schedule: A06400036

Beginning Odometer: 004569.0 MI

Drive Schedule: hwfet_hwfet

Bag Data

Phase 1

| | HC-FID (ppmC) | CO (ppm) | NOx (ppm) | CO2 (%) | CH4 (ppm) | NonMeth HC (ppmC) |
|-------------------|------------------|-------------|--------------|------------|--------------|----------------------|
| Sample | 2.971 | 6.434 | 0.200 | 1.063 | 1.962 | |
| Ambient | 2.798 | 0.480 | 0.018 | 0.043 | 1.950 | |
| Net Concentration | 0.395 | 5.992 | 0.184 | 1.023 | 0.167 | 0.216 |

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

| | HC-FID (gpm) | CO (gpm) | NOx (gpm) | CO2 (gpm) | CH4 (gpm) | NMHC / NMOG (gpm) | Vol.MPG (mpg) |
|---------|-----------------|-------------|--------------|--------------|--------------|----------------------|------------------|
| Phase 1 | 0.003 | 0.093 | 0.004 | 248.4 | 0.001 | 0.002 / 0.002 | 35.777 |

(NMOG=1.04xNMHC)

Fuel Economy

| | Gasoline MPG | Coastdown secs: | | Dyno Settings | Dyno #: |
|---------|--------------|-----------------|-------|---------------|-----------------------|
| Phase 1 | 35.74 | | 17.49 | | D002 |
| | | | 17.49 | | Inertia: 3875 |
| | | | 17.48 | | EPA Set Co A: 15.56 |
| | | | | | EPA Set Co B: -0.1295 |
| | | | | | EPA Set Co C: 0.02613 |
| | | | 17.49 | | Emissions Bench: D002 |

v100414 - d002 EPAVDAEm100824114353

Page 1 of 2

Print Time 24-Aug-2010 12:39

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data
Test Number: 2010-0242-010

Vehicle ID: VW416 80218

Results



| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC</u> | <u>Meth Response</u> |
|---------|---------------|-----------|------------|------------|------------|-------------|----------------------|
| | (grams) | (grams) | (grams) | (grams) | (grams) | (grams) | |
| Phase 1 | 0.031 | 0.951 | 0.043 | 2551.5 | 0.015 | 0.017 | 1.071 |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|--------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 29.13 | | | |
| Avg Cell Temp (degF) | 75.41 | | | |
| Dew Point (degF) | 47.29 | | | |
| Specific Humidity (grains/lbm) | 49.65 | | | |
| NOx Corr Factor | 0.8935 | | | |
| CO2 Dilution Factor | 12.595 | | | |
| CFV Vmix (scf @68F) | 4811.95 | | | |
| CVS Flow Rate Avg (scfm) | 377.41 | | | |

Fan Placement: One Fan - Down - Front
Phase Time (secs) 764.99
Distance (miles) 10.274
Bag Analysis Time (secs) 73.9

MFR Test Results

for Procedure 3 HWFE

| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> |
|-------------------|-----------|-----------|------------|------------|-------------|-------------------|
| 1E+07 | 0.0081 | 0.22 | 0.021 | 246 | 0 | 0.0046 |

Odometer
4266 M

MPG
36

MPG is 0.72 % higher than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline

I have validated the data in accordance with the requirements of TP 730

Validated By: 62459 Date: 8-24-10

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/25/2010 10:34:15 PM
Subject: Re: VW Group: Test Type Question
([embedded image](#))
([embedded image](#))

Verify doesn't have a separate procedure name for it. Its still called a FTP, only difference is there are 2 hot stablilized bags instead of double weighting the bag 2. On my side I have it specified as 4 bags to denote it but you may not see that.

I also requested PM measurement but Verify erased it. Its on my hard copy but not in the system so I have to re-request it.

Jim Snyder
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(734) 214-4946
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From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/25/2010 03:57 PM
Subject: VW Group: Test Type Question

Hello Jim,

The tests listed for the Touareg Hybrid (T.G.: BVWXT03.0HEV) in Verify are 1 FTP, 1 HWFE and 2 US06 (I'm guessing one 2-Bag and one 1-Bag w/PM). See highlighted info below.

The FTP is listed as type 21 which is a standard Federal fuel 2-day exhaust (w/can load).

Is this correct or will it be a UDDS? Is this just a limitation of the Verify System - maybe it hasn't been coded to indicate a UDDS test yet?

Bob Hart

Vehicle selected for Test VW526710023, Supplemental Information needed - Message

From: Verify Administrator
Subject: Vehicle selected for Test VW526710023, Supplemental Information needed
Date: Fri 8/13/2010 1:26 PM

Your recent submission has been selected by the EPA for Confirmatory Testing for the following vehicle:
Manufacturer: VWX Vehicle ID: VW526710023 Vehicle Configuration: 0 Please submit your supplemental information as soon as possible so that the EPA can schedule a test date. Below are the specific tests that will be run: 3 - HWFE 61 - Tier 2 Cert Gasoline 21 - Federal fuel 2-day exhaust (w/can load) 61 - Tier 2 Cert Gasoline 90 - US06 61 - Tier 2 Cert Gasoline 90 - US06 61 - Tier 2 Cert Gasoline

Manufacturer Code: VWX
Vehicle ID: VW526710023
Vehicle Configuration #: 0
Test Group Name: BVWXT03.0HEV
Transaction Identifier: _edc7f15d-c98b-40ac-9520-7f64fb8b3c88

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/25/2010 11:02:08 PM
Subject: Re: Lambo Catalyst Bypass

I found the old and new writeups describing the Lamborghini proposal for the catalyst bypass system and read them.. Given that 2 of the 3 catalysts are still active in the system even during bypass, the catalyst efficiency is limited during high load/rpm due to residence time and A/F ratio, and the benefits of preventing overtemperaturing of the catalyst, I approve the use of the proposed bypass system.

On page 9, the graphs shows that the bypass opens at 60% load at 3750 rpm. The following temperature map shows this as the very beginning of elevated catalyst temperatures. Please remind Lamborghini that the catalyst bypass is justified for temperature protection but I consider their lower cut point generous.

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From: "Kata, Leonard" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/23/2010 11:37 AM
Subject: Lambo Catalyst Bypass

Hello Jim:

Thanks for setting up the meeting with Audi last week, As always, we come away from these meetings having learned a lot.

As we discussed last week, I have submitted a couple of documents regarding the Lamborghini proposal through VERIFY. The first was the initial request, and the second was in response to your question about the prior approval.

We are getting close for production timing, so an EPA response would be appreciated.

Best regards,

Len

Leonard W. Kata
Manager, Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.

Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Reisner, Axel, Dr. (EASZ/1)" [axel.reisner@volkswagen.de]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 9/2/2010 8:38:37 PM
Subject: Vw test results pending

Vince, I won't be in Friday. If the results on today's test of the VW Jetta VW36100250 are released, please email them to Axel (email above) so he can determine whether to stay or head home.

Jim Snyder
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Compliance and Innovative Strategies Division
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(734) 214-4946
snyder.jim@epa.gov

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: "Reisner, Axel, Dr. (EASZ/1)" [axel.reisner@volkswagen.de]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]; N=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 9/2/2010 8:45:42 PM
Subject: Re: Vw test results pending

Looks like the data is already in Verify.

Jim Snyder
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(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: Vincent Mazaitis/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA
Cc: "Reisner, Axel, Dr. (EASZ/1)" <axel.reisner@volkswagen.de>
Date: 09/02/2010 04:38 PM
Subject: Vw test results pending

Vince, I won't be in Friday. If the results on today's test of the VW Jetta VW36100250 are released, please email them to Axel (email above) so he can determine whether to stay or head home.

Jim Snyder
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snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 9/13/2010 6:23:48 PM
Subject: Verify issue

Bob, I talked to a Verify person about what you found. They recommended that you contact VerifyHelp and tell them what you found.

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To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 9/13/2010 6:45:07 PM
Subject: test schedule update

Bob, I just heard from Vince that the Jetta did not prep today so it won't get tested tomorrow.

Jim Snyder
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snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 9/14/2010 12:20:00 PM
Subject: RE: test schedule update

No, I just forgot that its only a hot test. Schedule came this morning and it is running today,

Jim Snyder
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snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: <Snyder.Jim@epamail.epa.gov>
Date: 09/13/2010 02:51 PM
Subject: RE: test schedule update

Hello Jim,

Is it standard EPA practice to do a prep the day before a US06? If so, do we have a new test date?

Bob

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, September 13, 2010 2:45 PM
To: Hart, Robert (VWoA)
Subject: test schedule update

Bob, I just heard from Vince that the Jetta did not prep today so it won't get tested tomorrow.

Jim Snyder
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snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 9/14/2010 7:33:46 PM
Subject: Jetta testing

The lab is running behind today. They haven't run the Jetta yet. They may not get to it today after all.

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To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 9/15/2010 1:34:07 PM
Subject: jetta

They plan to retest it late morning/early afternoon.

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To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 9/16/2010 5:38:21 PM
Subject: jetta departing

Bob, I signed off on veh.250, Ben said he would move it out for pickup. Vince will be in if there are any unexpected issues while picking it up tomorrow.

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To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 9/16/2010 9:29:59 PM
Subject: 3rd us06 results
[jetta 2011 US06 3rd test.pdf](#)

Jim Snyder
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snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 9/21/2010 4:02:29 PM
Subject: Re: VW Group: MY 2011 VW Touareg Hybrid

Thanks.

Jim Snyder
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Compliance and Innovative Strategies Division
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(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 09/21/2010 11:51 AM
Subject: VW Group: MY 2011 VW Touareg Hybrid

Hello Jim,

I uploaded a revised MY 2011 VW Group Common Sections today. You should now be able to find the Evap Family description.
The pages that were updated are listed on Section 15VW Page 1.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

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3800 Hamlin Road
Auburn Hills, MI 48326

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Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: CN=Ben Haynes/OU=AA/O=USEPA/C=US@EPA;CN=David
Bochenek/OU=AA/O=USEPA/C=US@EPA[]; N=David
Bochenek/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; N=Don
Louwsma/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 10/1/2010 3:46:13 PM
Subject: charger on Bentley

Bentley has requested that a charger be put on their vehicle and I have approved it. The instructions on hooking up a charger are with the vehicle.

Jim Snyder
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snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 10/4/2010 7:24:26 PM
Subject: Bentley testing

Bob, the Bentley will run some time after noon so tell Sebastian to be here by 12.

Have him call Vince or me when he gets here.

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snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 10/6/2010 3:47:07 PM
Subject: Re: EPA Certificate for Test Group BADXV04.2375
([embedded image](#))

Sorry, that priority project has flared up again. I asked Steve to look it over today.

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snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 10/06/2010 09:42 AM
Subject: EPA Certificate for Test Group BADXV04.2375

Hello Jim,

If you read this before you check your voice mail, you can ignore the message I left because it is the same subject.

I need to know the status of the EPA Certificate for Test Group BADXV04.2375. We need it as soon as possible.

Cars are built

| |
|-------------|
| Ex. 4 - CBI |
|-------------|

LD Certificate Request received - Message

From: Verify Administrator
Subject: LD Certificate Request received
Date: Mon 9/27/2010 3:50 PM

Your recent LD Certificate Request submission has been received by the EPA and you will be notified if any additional actions on your part are required. A Submission Processing Report and any requested dataset reports can be found on the status history page. The status history page can be reached by clicking on the link near the bottom of this Inbox message.

The following is a summary of the processing report:

Total Datasets Submitted: 1

Accepted Datasets: 1

Rejected Datasets: 0

Test Group Name: BADXV04.2375

Transaction Identifier: _a09cc86a-037c-4c70-b008-98e3123ea623

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 10/19/2010 1:49:44 PM
Subject: Re: Bentley Mulsanne Tests

I talked to the lab and they will put the charger on it.

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snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 10/15/2010 07:32 AM
Subject: Bentley Mulsanne Tests

Hello Jim,

Bentley has requested a retest for the FTP and US06 tests. Please let me know when the tests have been scheduled.

Bentley has accepted the highway test results.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

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3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: "Thomas, Richard" [Richard.Thomas@vw.com]; N=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 10/28/2010 1:24:55 PM
Subject: Re: Bentley Mulsanne Release

I signed the vehicle release. Let us know when you plan on picking it up and I'll warn Ben.

Jim Snyder
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(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Thomas, Richard" <Richard.Thomas@vw.com>
Date: 10/28/2010 08:24 AM
Subject: Bentley Mulsanne Release

Hello Jim,

Bentley has accepted the test results for the Mulsanne (vehicle ID: 15113) and it can be released for pick up.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

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E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 11/15/2010 8:03:41 PM
Subject: 1st test results of Hybrid
[1st tests 2011 VW hybrid.pdf](#)

Jim Snyder
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snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 11/16/2010 3:30:27 PM
Subject: Fw: Confirmatory Test Date assigned for (VW526710023 / 0)

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 11/16/2010 10:29 AM -----

From: VerifyAdministrator@verify-as1.epa.gov
To: Jim Snyder/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA
Date: 11/16/2010 10:03 AM
Subject: Confirmatory Test Date assigned for (VW526710023 / 0)

PLEASE DO NOT REPLY TO THIS EMAIL!

A Confirmatory Test Date has been set for the following vehicle :

Test Date : 11/19/2010
Manufacturer: VWX
Vehicle ID: VW526710023
Vehicle Configuration: 0

To: Leonard.Kata@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 11/16/2010 6:04:21 PM
Subject: Pre-cert mtg
[cert preview mtg reqmnts.pdf](#)

Hi Len, I was just talking to Bob Hart and he said VW is planning on releasing some 2012MY vehicles start of January. I thought I'd remind you that prior to any 2012 certification, it is required to have a Pre-cert mtg which includes VW's proposed strategy for meeting the GHG requirements. The GHG plans are to show that you have a viable plan worked out. We realize this is new and plans may change but we want to verify that the manufactures understand it correctly.

Jim Snyder
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Compliance and Innovative Strategies Division
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
NATIONAL VEHICLE AND FUEL EMISSIONS LABORATORY
2565 PLYMOUTH ROAD
ANN ARBOR, MICHIGAN 48105-2498

OFFICE OF
AIR AND RADIATION

October 6, 2003

Dear Manufacturer:

CCD-03-12 (LDV/LDT/ICI/LIMO)

Subject: Model Year 2005 Compliance Preview Meeting

EPA is conducting its annual review of your certification, in-use compliance and fuel economy plans for the 2005 model year and would like to meet with you to facilitate the early resolution of any concerns and expedite the certification process. At your convenience, please contact your EPA certification representative to schedule a date for this meeting. Discussion topics will include your compliance plans for the upcoming model year and any new product offerings and/or technologies you may be intending to introduce. Enclosure I contains a detailed list of the topics we would like you to discuss.

As in the past, for our laboratory planning purposes, we are also asking you to submit your projections for EPA confirmatory testing for the remainder of 2003 and the entire 2004 calendar years. Enclosure II is a spreadsheet for you to complete and return to your EPA certification representative.

If you are unable to meet in person with us, please submit a written response to the items contained in Enclosures I and II. If you have already had a 2005 preview meeting with EPA, please schedule another brief meeting (or send a written response) to address or update topics that were not covered in the first meeting.

We look forward to meeting with you.

Sincerely,

Merrylin Zaw-Mon, Director
Certification and Compliance Division
Office of Transportation and Air Quality

Enclosures: Enclosure I - Model Year (MY) 2005 Discussion Topics for the Annual Certification Preview Meeting for Light-Duty and Heavy-Duty Vehicles (chassis dynamometer certified)

Enclosure II - EPA Light-duty & Heavy-duty Chassis Dynamometer Manufacturer Test Request Projections

Enclosure I

Model Year (MY) 2005 Discussion Topics for the Annual Certification Preview Meeting for Light-Duty and Heavy-Duty Vehicles (chassis dynamometer certified)

1. Structure of Your Organization

- 1.1 Provide an overview of your organization detailing the functions and staff responsible for fuel economy, certification and in-use programs.

2. Product Line Plans

- 2.1 Detail your product plans for MY 2005 to include information regarding any new technologies, car lines, engines, transmissions, emission controls, fuel economy improvements and/or any other technology that may be introduced.
- 2.2 Will you certify any new sport utility vehicles, mini-vans, or non-conventional trucks (e.g., passenger-oriented pick-ups with a small cargo bed) that have not been previously certified? Detail your reasoning for certifying any of these as light-duty vehicles, light-duty trucks, or heavy-duty trucks within the definitions contained in 40CFR 1803-01.

3. Certification Issues

- 3.1 Describe your MY 2005 light-duty vehicles, light-duty trucks, or heavy-duty trucks (chassis dynamometer) testing and certification plans and identify any critical dates related to them. Identify any early MY 2005 certification plans with dates. Provide your EPA certification representative with your Test Waiver Request plans using the table in Enclosure II within three weeks of your preview meeting, or sooner.
- 3.2 Provide an overview of your certification program for MY 2005. Include a list of Test Groups and Durability Groups. For heavy-duty chassis certified vehicles, provide information about the emission standards to which these vehicles will be certified, including the option, FELs averaging, banking and trading, transferring credits, etc.
- 3.3 Advise the status of your durability/in-use program. Identify any trends. Provide an overview of the in-use test programs conducted in the past year and provide information concerning programs planned for 2005 and 2006 MY vehicles.
- 3.4 Summarize your phase-in plans for Tier 2, Interim Non-Tier 2, Clean fuel Vehicle Heavy-duty (chassis certified) vehicles and California LEV-II vehicles.
- 3.5 Describe any plans to certify alternative fueled vehicles, diesel vehicles, hybrid

and fuel cell vehicles, and new technology (e.g., direct injection) for 2005-2007 model years.

Describe any special testing methods that will be employed.

- 3.6 Describe your phase-in plans for ORVR indicating what MY 2005 Test Groups/Evap Families will incorporate ORVR.
- 3.7 Do you have any OBD issues? Do you have any Test Groups that will not require California OBD approval?
- 3.8 Do you have any NLEV issues? Explain how you will meet the fleet average NMOG emission standards described in 40 CFR 86.1711-99 for 2005 model year vehicles. The MY 2003 annual report is due May 1, 2004. Will you end up with NLEV credits at the end of the year? If not, please explain your plans to purchase credits.
- 3.9 Please provide an overview of the laboratory equipment which will be used to measure emissions from Tier 2 vehicles and zero evaporative vehicles.

4. Fuel Economy Issues

- 4.1 Will you have any driver selectable devices or multi-mode transmissions in your product line that have not previously received EPA approval? Please describe how they operate. Are any vehicles equipped with any driver selectable devices that prevent the engagement of certain gears, prevent lock-up, or prevent overdrive operation? If so, does the driver selectable device reset to the enable position after the ignition is turned off?
- 4.2 Describe the method of operation for any semi-automatic transmissions in your product offering that may be easily operated in either automatic or manual mode. Explain how such vehicles will be tested for fuel economy purposes.
- 4.3 Discuss any fuel economy labeling or CAFÉ issues.

5. In-use Performance and Compliance Program

- 5.1 Provide an overview for any in-use testing programs conducted in the past year for MY 1998-2003 vehicles other than for alternative durability and CAP 2000 testing programs. How many vehicles were tested?
- 5.2 Provide an overview of the process your company uses to submit emission related defect reports to EPA (ref. 40 CFR 85.1901). Describe whom is responsible for submitting these reports to EPA and their time line for doing so. Describe your

process for notifying owners/leasees of recall actions.

- 5.3 Explain the methods used to track emission related component failures as they occur in the field. Describe how you ensure that EPA is notified of a defect within fifteen (15) days after an emission component has twenty-five (25) warranty claims for the same model year vehicle(s) and/or engine(s).
- 5.4 Provide an overview of the process your company uses to correct defects after they have been discovered. Discuss the elements involved in redesign, manufacture, distribute replacements to manufacturing, distributors, dealers, etc. Include the method of communicating the corrections and instructions for implementing them to all involved parties.

6. Other Issues

- 6.1 Discuss any other pertinent information not previously outlined above that may be related to the certification process, in-use compliance and fuel economy.

EPA Light-duty& Heavy-duty Chassis Dynamometer Mfr. Test Request Projections

2004 CALENDAR YEAR

2003

**FTP
Twin Roll
Gasoline***

SFTP
Single Roll
Gasoline*

2-D Evap
Any
Any

SFTP
Single Roll
Any

FTP
Any
Non-gasoline**

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|-----------|
| Oct 1-15 |
| Oct 16-31 |
| Nov 1-15 |
| Nov 16-30 |
| Dec 1-15 |
| Dec 16-31 |

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2004

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| Jan 1-15 |
| Jan 16-31 |
| Feb 1-15 |
| Feb 16-29 |
| Mar 1-15 |
| Mar 16-31 |
| Apr 1-15 |
| Apr 16-30 |
| May 1-15 |
| May 16-31 |
| Jun 1-15 |
| Jun 16-30 |
| July 1-15 |
| July 16-31 |
| Aug 1-15 |
| Aug 16-31 |
| Sept 1-15 |
| Sept 16-30 |
| Oct 1-15 |
| Oct 16-31 |
| Nov 1-15 |
| Nov 16-30 |
| Dec 1-15 |
| Dec 16-31 |

[illegible]

***Gasoline includes Indolene and Phase II test fuel**

****Please indicate the type of fuel which will be used.**

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: "Kohnen, Christoph (VWGoA)" [christoph.kohnen@vw.com]; N=David Good/OU=AA/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 11/23/2010 9:58:02 PM
Subject: Re: 2012 Volkswagen Pre-Certification Document and Meeting Request

Thanks Len, December 1 is okay with me. I will check the schedule with the other guys and schedule a meeting time.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: David Good/AA/USEPA/US@EPA, Linc Wehrly/AA/USEPA/US@EPA, "Kohnen, Christoph (VWGoA)" <christoph.kohnen@vw.com>
Date: 11/19/2010 04:50 PM
Subject: 2012 Volkswagen Pre-Certification Document and Meeting Request

Hello Jim:

Thus far, we have completed preparation of the 2012 Volkswagen pre-certification letter, in accordance with the existing "Dear Manufacturer" guidance letter on this topic (CCD-03-12). Our letter will be filed with the VERIFY system today.

In the letter we state that we will follow with our 2012 Pre-Model Year GHG Report. We are finishing this right now and intend to submit the report to the VERIFY system in the very near future.

We also state that we would like to schedule a meeting. At the meeting we would walk through the pre-certification letter and attachments and present to 2012 pre-model year GHG report. As mentioned the documents will be available for your prior review.

With the Thanksgiving Holiday next week, staff schedules are somewhat mixed, as might also be the case at EPA. Therefore, I would like to propose a meeting with EPA on Wednesday, December 1, 2010.

Please let me know if this date is acceptable.

Best regards,

Len

Leonard W. Kata
Manager, Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 12/1/2010 3:00:18 PM
Subject: RE: Invitation: VW Pre-Cert mtg and 2012 pre-model year GHG report (Dec 1 01:00 PM EST in AA-C126/AA-OTAQ-OFFICE@EPA)

Hi Len, got your voice mail and handout. Everything is fine at our end, looking forward to the meeting.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 12/6/2010 4:28:01 PM
Subject: VW hybrid FTP

Bob, I received your voice mail regarding VW accepting the ftp FE numbers. I canceled the re-test. But I haven't seen an official email from you, have you sent it?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Leonard.Kata@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 12/6/2010 8:41:45 PM
Subject: ADP

Len, I talked to Arvon about ADP and VW uses the SRC process which doesn't require approval. So all I need is a letter saying you are using EPA's SRC and we are all set on this.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 12/14/2010 6:35:04 PM
Subject: Re: FW: Confernece Call - Audi

Next Tuesday is mtg from 9 to 10 again so I guess monday morning. How about 10:00?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/14/2010 01:27 PM
Subject: FW: Confernece Call - Audi

Hi Jim:

I received your message that the proposed time for tomorrow is not good. Unfortunately, Lothar is not in the office on Thursday or Friday, so my suggestion is to postpone until early next week. Would you propose a time, preferably no later than 11:00 a.m. on Monday (12/20) or Tuesday (12/21) that would work for you?

I will try to get some materials to you prior to the call. To be more specific about the topics:

1. General discussion concerning start-stop devices.
2. Shift speeds for manual transmission vehicles with start-stop devices.

Thanks,

Len

From: Kata, Leonard
Sent: Friday, December 10, 2010 7:57 AM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: Confernece Call - Audi

Hello Jim:

I am asking about scheduling a conference call with you and EPA staff to Discuss start-stop devices with Audi. Lothar Rech from Audi would join.

Wednesday, December 15, 2010 10:30 a.m. Detroit time. 30-45 minutes.

Please let me know what you think.

Regards,

Len

Leonard W. Kata
Manager, Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 12/14/2010 9:59:26 PM
Subject: Re: Certificate for MY 2012 Test Group CVWXV02.5259

They are in the signing queue. I assume the other test group certs were signed since they are gone. Not sure why Linc didn't do those but I know some times its very slow to get through it.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/14/2010 02:40 PM
Subject: Certificate for MY 2012 Test Group CVWXV02.5259

Hello Jim,

I received a message on Friday that the certificate for MY 2012 Test Group CVWXV02.5259 was waiting to be signed.

Is there any reason it hasn't been signed yet?

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 12/14/2010 10:50:41 PM
Subject: RE: FW: Conference Call - Audi

Len, I scheduled a room. Can you and Lothar connect and both call in to our phone? Or do we need a conference number?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/14/2010 01:47 PM
Subject: RE: FW: Confernece Call - Audi

Hi Jim:

I just wrote back and tried to recall the message. I read your message too fast.

Next Monday at 10:00 sounds good. I will let Lothar know.

Best regards,

Len

Leonard W. Kata
Manager, Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, December 14, 2010 1:35 PM
To: Kata, Leonard
Subject: Re: FW: Confernece Call - Audi

Next Tuesday is mtg from 9 to 10 again so I guess monday morning. How about 10:00?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/14/2010 01:27 PM
Subject: FW: Confernece Call - Audi

Hi Jim:

I received your message that the proposed time for tomorrow is not good. Unfortunately, Lothar is not in the office on Thursday or Friday, so my suggestion is to postpone until early next week. Would you propose a time, preferably no later than 11:00 a.m. on Monday (12/20) or Tuesday (12/21) that would work for you?

I will try to get some materials to you prior to the call. To be more specific about the topics:

1. General discussion concerning start-stop devices.
2. Shift speeds for manual transmission vehicles with start-stop devices.

Thanks,

Len

From: Kata, Leonard
Sent: Friday, December 10, 2010 7:57 AM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: Confernece Call - Audi

Hello Jim:

I am asking about scheduling a conference call with you and EPA staff to Discuss start-stop devices with Audi. Lothar Rech from Audi would join.

Wednesday, December 15, 2010 10:30 a.m. Detroit time. 30-45 minutes.

Please let me know what you think.

Regards,

Len

Leonard W. Kata

Manager, Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: "Rech, Lothar (I/EA-523)" [Lothar.Rech@AUDI.DE]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 12/15/2010 6:13:25 PM
Subject: Re: EPA/AUDI Conference Call

I didn't get the earlier one but I received this, thanks.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rech, Lothar (I/EA-523)" <Lothar.Rech@AUDI.DE>
Date: 12/15/2010 11:26 AM
Subject: EPA/AUDI Conference Call

Hi Jim:

The e-gremlins must be active today. I sent an outlook invitation to you with a call-in number for our conference call on Monday (12/20) at 10:00. I keep getting an "undeliverable" message back, but the e-mail is in my sent items folder.

So... just in case, the following is the information for the call-in. Please use the Dial-In and the Participant Code below.

Audio Conference Information:

Ex. 6

Best regards,

Len

Leonard W. Kata
Manager, Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 12/15/2010 6:14:31 PM
Subject: Re: VW Group: MY 2012 Test Waiver Requests

I now see six total. Is that all of them?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/15/2010 11:28 AM
Subject: VW Group: MY 2012 Test Waiver Requests

Hello Jim,

I just submitted two more MY 2012 test waiver requests. I expect to submit two more by the end of the day if possible.

The first four were for two FEDV's (automatic and manual transmission versions) for test group CVWXV02.5U35 – federal only BIN 5 new midsized sedan (NMS).
This is a new model to be produced at VW's new factory in Tennessee.

The two from today and the two yet to be submitted are a PZEV version of the same vehicle.

These are all fuel economy tests for the first two test group applications that I have already submitted for certification.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 1/5/2011 8:41:28 PM
Subject: cert fees

Hi Bob, I saw Vince. I was holding off on those Certs because you warned me the fees weren't recorded yet. I looked and they are in the system now so I'm reviewing the requests now.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Thomas, Richard" [Richard.Thomas@vw.com]; Hart, Robert (VWoA) [Robert.Hart@vw.com]; N=Willem VandenBroek/OU=AA/O=USEPA/C=US@EPA[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 1/6/2011 3:45:14 PM
Subject: Re: CVWXV02.03SA and CVWXV02.03PA

I reviewed the cert request yesterday. Once I get the word from Bill that we have received the funds, I will approve the two certificates.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Willem VandenBroek/AA/USEPA/US
To: "Thomas, Richard" <Richard.Thomas@vw.com>
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 01/06/2011 09:30 AM
Subject: CVWXV02.03SA and CVWXV02.03PA

Richard,

You should have received an automated email a few days ago saying that EPA had received payment for the Subject families at \$33,974 each. When we received the forms we charged them against the ACH payment for \$69,992 received from VW on 12/17/2010. (The forms for the remainder of that payment were filed from Germany). All that appears to be in order.

However, we noticed that the applications for these two families were filed in Calendar Year 2010. The fee is determined by the calendar year of the application (as stated at the top of the form), which, for applications received in calendar 2010, is \$34,849. Consequently, these two families have been designated as Short, On Hold, until the \$875 each has been received, upon which they will be listed as paid and cleared for certification review.

Let me know if you have any questions.

Bill Vanden Broek
734-214-4468

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 1/13/2011 8:17:06 PM
Subject: audi cert

Looks like there's 1 left. It's been going real slow this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 2/17/2011 6:59:34 PM
Subject: Re: Volkswagen Application for Emissions Certification - Test group CVWXV06.3UA8

Its there now.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 02/14/2011 04:16 PM
Subject: Volkswagen Application for Emissions Certification - Test group CVWXV06.3UA8

Hello Jim,

Just a heads up that we have submitted the application for the above listed test group. This is a new test group. Confirmatory tests were waived and no manufacturer retests were required.

Please let me know if you have any questions about this submission.

Regards
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/8/2011 10:50:15 PM
Subject: Re: VW Group Decision Information submissions for TG: CVWXV02.03PA
william.rodgers@vw.com

Thanks, yes I saw the highway test flagged. Glad to read that you plan to test it. I was going to wait and see if you did it.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/08/2011 02:57 PM
Subject: VW Group Decision Information submissions for TG: CVWXV02.03PA

Hi Jim,
We submitted today two Decision Information data sets for test group CVWXV02.03PA. These are related to a forthcoming Running Change to add the Jetta model to this existing Bin 3/ SULEV (PZEV) test group. No new technology is included with this model. The manual transmission configuration does require a HWY retest do to high fuel economy for the ETW.

Vehicle ID: VW361 00464 (Jetta manual trans)
VW465 00127 (Jetta automatic trans)

Best regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: "Beierschmitt, Thomas (T.A.)" [tbeiers1@ford.com]; ill Pagels [bill.pagels@meidenamerica.com]; ob Maxwell [remaxwell@comcast.net]; hris Nevers/AA/USEPA/US@EPA; Dave Kosmalski [david.kosmalski@gm.com]; ave Kosmalski [david.kosmalski@gm.com]; ennis Pawlak [Dennis.Pawlak@na.mitsubishi-motors.com]; ouglas Reid [Douglas.Reid@na.mitsubishi-motors.com]; Duoba, Mike" [mduoba@anl.gov]; eff Foor [jdf14@chrysler.com]; im Smith [james.smith@chrysler.com]; im Snyder/AA/USEPA/US@EPA; Keith Thompson [Keith.Thompson@bepco.com]; eith Thompson [Keith.Thompson@bepco.com]; ent Theil [okt@chrysler.com]; kyle.bedsale@gm.com" [kyle.bedsale@gm.com]; ahmoud Yassine [mky@chrysler.com]; arc Belzile [marc.a.belzile@tc.gc.ca]; ark paxton [mpaxton@ganassi.com]; 'MBrussow@sae.org" ['MBrussow@sae.org']; Meyer, Norm" [norm.meyer@tc.gc.ca]; Okawa, Naoyasu (N.)" [okawa.n@mazda.co.jp]; 'Paulina.Carl@epamail.epa.gov" ['Paulina.Carl@epamail.epa.gov']; Peabody, Jason (J.A.)" [jpeabod6@ford.com]; ete Janosi [petejanosi@yahoo.com]; Suanne.Thomas@vw.com" [Suanne.Thomas@vw.com]; takashi_a_fujiwara@ahm.honda.com" [takashi_a_fujiwara@ahm.honda.com]; iffany Jackson [JacksT2@nrd.nissan-usa.com]; homas Schrodtt/AA/USEPA/US@EPA;"tom.beierschmitt@tema.toyota.com" ['tom.beierschmitt@tema.toyota.com']; 'tom.beierschmitt@tema.toyota.com" ['tom.beierschmitt@tema.toyota.com']; 'tommy_chang@ahm.honda.com" ['tommy_chang@ahm.honda.com']; illiam Meschievitz [william.meschievitz@tema.toyota.com]

From: "Glodich, Jeffrey (J.M.)"

Sent: Fri 1/20/2012 6:35:58 PM

Subject: J2951 Phase II Review

Rescheduled due to conflicts.

Purpose:

- Discuss implementation and macro issues
- Revisit deferred issues that were not addressed in the initial publication

Meeting Info:

Ex. 6

Web Address <https://www.connectmeeting.att.com><<https://www.connectmeeting.att.com/>>

Ex. 6

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 4/20/2012 2:20:53 PM
Subject: Re: Audi Start-Stop Demo

Hi Len, I looked through my file on previous S/S presentations and I don't see any technical info on how it works and the control conditons. We always ask for a list of inputs and parameters that enable / disable the S/S feature. Not just the parameter but the threshold constants (such as coolant temp <40deg.). We want to make sure it is active under reasonable operating conditions. Also describe any special driving situations (like stop and go or panic stop) that will turn off the feature. Maybe you already presented some of this but I didn't find it in my notes.

I already reserved the lobby room so they can review how the feature works for say 20 minutes before we drive.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 04/20/2012 09:23 AM
Subject: Audi Start-Stop Demo

Hello Jim:

Hope all is well with you.

I was speaking with my Audi colleagues on Wednesday and they asked about the Audi start-stop demo drive that we have scheduled with EPA for early May. They asked if EPA has any particular topics or questions that they should be prepared to address. My understanding was that EPA staff mainly wanted a chance to drive the car. I suggested that they have a 2-3 slide overview just as a refresher.

Just so we can be appropriately prepared, are you expecting any more detailed discussion?

Best regards,

Len

Leonard W. Kata
Manager, Emission Regulations and Certification
Engineering and Environmental Office

Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 4/26/2012 8:54:24 PM
Subject: Re: VW Group - Request for AECD Approval
william.rodgers@vw.com

Hi Bill, just wanted to let you know I've been looking at the AECDs but won't finish until next week.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Kata, Leonard" <Leonard.Kata@vw.com>
Date: 04/16/2012 01:59 PM
Subject: VW Group - Request for AECD Approval

Hello Jim,
I have submitted to Verify two 2013 AECD approval requests for the following test groups. Please contact Len Kata or myself if you have any questions about these requests.

DVWXV02.0U5N – TDI (non-SCR)
DVWXV02.0U4S – TDI with SCR

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 5/2/2012 8:02:28 PM
Subject: RE: VW Group Certificate Request - Test Group DAD XV04.23UL Audi RS5 / RS5 Cabriolet

I don't see it in Verify.
Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>
Date: 05/02/2012 03:12 PM
Subject: RE: VW Group Certificate Request - Test Group DAD XV04.23UL Audi RS5 / RS5 Cabriolet

One detail I forgot to mention – the RS5 has short timing for us, so any priority you can give would be highly appreciated.

Thanks,
Mike

From: Giles, Michael
Sent: Wednesday, May 02, 2012 3:03 PM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Rodgers, William
Subject: VW Group Certificate Request - Test Group DAD XV04.23UL Audi RS5 / RS5 Cabriolet

Hello Jim,

Today we submitted the initial application and certificate request for Test Group DAD XV04.23UL, evaporative family DAD XR0140B8A which is for the Audi RS5 / RS5 Cabriolet.

This is a new test group with a new EDV and a carryover evaporative family.

Please proceed with your review and let me know if you have any questions.

Regards,
Mike
Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.

3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 5/2/2012 8:46:39 PM
Subject: RE: VW Group Certificate Request - Test Group DAD XV04.23UL Audi RS5 / RS5 Cabriolet
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com
Snyder.Jim@epamail.epa.gov

Yes, its there now.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/02/2012 04:27 PM
Subject: RE: VW Group Certificate Request - Test Group DAD XV04.23UL Audi RS5 / RS5 Cabriolet

Hi Jim,

It should be there now – I submitted the request too soon after the application (VERIFY took longer to process the application so it rejected my first request).

Thanks

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, May 02, 2012 4:02 PM
To: Giles, Michael
Subject: RE: VW Group Certificate Request - Test Group DAD XV04.23UL Audi RS5 / RS5 Cabriolet

I don't see it in Verify.
Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA

Cc: "Rodgers, William" <William.Rodgers@vw.com>
Date: 05/02/2012 03:12 PM
Subject: RE: VW Group Certificate Request - Test Group DAD XV04.23UL Audi RS5 / RS5 Cabriolet

One detail I forgot to mention – the RS5 has short timing for us, so any priority you can give would be highly appreciated.

Thanks,
Mike

From: Giles, Michael
Sent: Wednesday, May 02, 2012 3:03 PM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Rodgers, William
Subject: VW Group Certificate Request - Test Group DAD XV04.23UL Audi RS5 / RS5 Cabriolet

Hello Jim,

Today we submitted the initial application and certificate request for Test Group DAD XV04.23UL, evaporative family DAD XR0140B8A which is for the Audi RS5 / RS5 Cabriolet.

This is a new test group with a new EDV and a carryover evaporative family.

Please proceed with your review and let me know if you have any questions.

Regards,
Mike
Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 5/2/2012 9:22:15 PM
Subject: Re: Meeting with Audi - Start-Stop Device
leonard.kata@vw.com

Thanks for the note. I have the lobby room reserved so we will have plenty of room if a lot of people show up. I look forward to their review and meeting Oliver Schimdt, I don't recall meeting him before.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Chris Nevers/AA/USEPA/US@EPA, David Good/AA/USEPA/US@EPA, Joel Ball/AA/USEPA/US@EPA, Linc Wehrly/AA/USEPA/US@EPA, Martin Reineman/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA, David A Wright/AA/USEPA/US@EPA, Joel Dalton/AA/USEPA/US@EPA, William Ott/AA/USEPA/US@EPA, "Schmidt, Oliver" <Oliver.Schmidt@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 05/01/2012 05:32 PM
Subject: Meeting with Audi - Start-Stop Device

Hi Jim:

Just to keep you informed, Audi is coming to the May 8 meeting prepared to provide a review of the system and respond to the points that you mentioned to me (i.e., enable conditions, operation during reasonable drive conditions, panic stop, stop-and-go traffic, etc).

As you know, we have some Audi confirmatory testing going on at EPA so the Audi personal already there will attend the meeting and be able to respond to any questions. Participants from our side include:

- Karlheinz Kissling (Audi AG)
- Carsten Stang (Audi AG)
- Andy Kramer (Audi AG)
- Mark Banzer (Audi AG)
- Oliver Schmidt (VWGoA – General Manager EEO)
- Leonard Kata (VWGoA)
- William Rodgers (VWGoA) (tentative)

Mr. Schmidt is my current Manager and successor to Christoph Kohnen. He would appreciate the opportunity to meet EPA staff involved in emission certification and policy at this meeting.

Let me know if you have any further questions.

Best regards,

Len

Leonard W. Kata
Manager, Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 5/7/2012 8:22:06 PM
Subject: audi testing

The Audi 3.0L is indeed ready for testing tomorrow, with S/Stop disabled. I couldn't find out when it will test so best recommendation is to show up at 7:00.
The evap test result was .50g. Results should show up tomorrow in Verify.

The 4.0L is here and scheduled for wednesday.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>
Date: 05/07/2012 12:48 PM
Subject: VW Group - Cert Request for Audi Test Group DAD XV02.53UK (TTRS)

Hello Jim,

FYI, we just submitted a certification request for the above test group (Audi TTRS).

Note, this is a carryover test group with no new tests or models. Please let me know if you have any questions about this.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 5/7/2012 9:20:38 PM
Subject: Re: Slides for EPA/Audi Meeting; May 8, 2012 - 1:00 p.m.

Thanks. See you tomorrow.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, David Good/AA/USEPA/US@EPA, Chris Nevers/AA/USEPA/US@EPA, David A Wright/AA/USEPA/US@EPA, Joel Ball/AA/USEPA/US@EPA, Joel Dalton/AA/USEPA/US@EPA, Linc Wehrly/AA/USEPA/US@EPA, Martin Reineman/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA, William Ott/AA/USEPA/US@EPA
Cc: "Schmidt, Oliver" <Oliver.Schmidt@vw.com>, "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 05/07/2012 05:02 PM
Subject: Slides for EPA/Audi Meeting; May 8, 2012 - 1:00 p.m.

Hello all:

Prior to the May 8, 2012 demonstration of the Audi vehicle with cylinder deactivation and start-stop feature, we will provide a brief presentation.

I have attached a copy of the slides for your preview. The slides address the features of these systems and address questions previously raised by EPA such as:

- How the systems works (including control conditions)
- Parameters that enable the start-stop feature (including threshold constants)
- Assurance that the start-stop system is active under reasonable driving conditions
- A description of special driving situations that will turn off the system (e.g., stop-and-go traffic, panic stops, etc).

The presentation includes an animation which will be shown during our meeting but is not included here due the large file size.

We look forward to the meeting and demo drive.

Best regards,

Len

Leonard W. Kata
Manager, Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com
[attachment "Cylinder on Demand & Start-Stop_EPA.PDF" deleted by Jim Snyder/AA/USEPA/US]

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 5/8/2012 7:12:58 PM
Subject: Re: Audi Test Groups

Yes they are in there.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/08/2012 01:26 PM
Subject: Audi Test Groups

Hello Jim,

I see that the cert is in for signature for the 4.2L RS5. Thanks for the fast turnaround on this (!)

Just to double check, can you confirm you have the following cert requests in your workflow (just to make sure our requests made it through).

- 1) DADXV05.2LR8 / evaporative family DADXR0130R8A submitted April 18
- 2) DADXV02.53UK / evaporative family DADXR0110238

Just as a heads up, there will be more coming by in the next days.

Thanks
Mike
Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 5/14/2012 1:22:12 PM
Subject: Re: FW: Release of Audi Test Vehicle D3UJ-DAQ
[\[mailto:Mazaitis.Vincent@epamail.epa.gov\]](mailto:Mazaitis.Vincent@epamail.epa.gov)
michael.giles@vw.com
<mailto:Mazaitis.Vincent@epamail.epa.gov>
William.Rodgers@vw.com
michael.giles@vw.com
william.rodgers@vw.com

Vince and I talked and I agreed that we can release the car.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/14/2012 08:10 AM
Subject: FW: Release of Audi Test Vehicle D3UJ-DAQ

Hi Jim,

I think I should have sent the email below to you about releasing the Audi A8 – sorry about that. Please let us know status when you can.

Thanks,
Mike

From: Giles, Michael (EEO)
Sent: Friday, May 11, 2012 2:17 PM
To: 'Vincent Mazaitis'
Cc: Thomas, Richard (EEO) (Richard.Thomas@vw.com); Berenz, Sebastian (EEO)
Subject: Release of Audi Test Vehicle D3UJ-DAQ

Hello Vince,

We are finished with the A8 4.0L (vehicle D3UJ-DAQ). Please let us know when it is released and we will arrange to have it picked up. I understand that we may be dropping off an in-use vehicle mid-week, we may decide to handle both tasks then.

Please advise.

Thanks,
Mike

From: Vincent Mazaitis [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, May 11, 2012 9:36 AM
To: Giles, Michael (EEO)
Cc: Jim Snyder
Subject: RE: Audi test results

Hello Mike,

Here's the Verify results. Sorry the sheets are not complete (pages) but I think all the information you need is included. If you have any questions or concerns, please contact me.

Thanks,

Vince Mazaitis

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 05/11/2012 08:31 AM
Subject: RE: Audi test results

Vince,

Can you please send me the VERIFY test numbers? I think only Bill gets the email with this and he is out until Tuesday.

Thanks,

Mike

From: Vincent Mazaitis [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, May 11, 2012 7:23 AM
To: Rodgers, William (EEO)
Cc: Jim Snyder; Giles, Michael (EEO)
Subject: Re: Audi test results

Hello Bill,

Please find enclosed the Laboratory Test Data for D3UJ-DAQ Config. 00 tested on 5-9-12. The official results are in Verify.

If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: "Giles, Michael (EEO)" <michael.giles@vw.com>, Jim Snyder/AA/USEPA/US@EPA
Date: 05/10/2012 02:21 PM
Subject: Audi test results

Hello Vince,

When available, please scan and forward a copy of the test results conducted on Wed. May 9th for Audi test vehicle D3UJ-DAQ. Send to Mike Giles and myself.

Thanks

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 5/16/2012 7:57:47 PM
Subject: Re: VW Group - Decision Information for 3.0L TDI

Why are they separate test groups if they are the same test vehicle? Is the SFTP composite marginal on the heavy one?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 05/16/2012 09:54 AM
Subject: VW Group - Decision Information for 3.0L TDI

Hello Jim,

We just submitted 2 Decision Information requests for the following related vehicles:

| Test Group | VehicleID | Configuration | Model |
|--------------|-----------|---------------|--------------------|
| DADXT03.03UG | D3UG-TAQ | 0 | Audi Q7 |
| DADXT03.02UG | D3UG-TAQ | 1 | Volkswagen Touareg |

Note, both of these vehicles are the EDV for their test groups. While the test group and models are carryover, these vehicles represent a new generation for the engine with updated hardware and software. Please contact me if you have any questions.

Regards,
Mike
Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 5/16/2012 9:04:57 PM
Subject: Bentley Mulsanne

Bill, I was checking the CFR and a coworker pointed to a more recent section with regard to test vehicle selection. 86.1828-01 is more general in the criteria for worse case. Part e and f of 1828 along with 86.1839-01 (carryover) allow for criteria beyond test weight/RLHP/NV to determine worse case. Bentley needs to submit data explaining why they think the previous configuration is worse for emission than the new one. Emissions data or catalyst temperature comparisons are best but see what they have.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 5/16/2012 9:13:57 PM
Subject: Re: Bentley Mulsanne

Bill, was this primarily for EDV or was B hoping to carryover Fuel economy too? I can consider EDV carryover but I think it will be hard to not have a new configuration for FEDV.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Date: 05/16/2012 05:04 PM
Subject: Bentley Mulsanne

Bill, I was checking the CFR and a coworker pointed to a more recent section with regard to test vehicle selection. 86.1828-01 is more general in the criteria for worse case. Part e and f of 1828 along with 86.1839-01 (carryover) allow for criteria beyond test weight/RLHP/NV to determine worse case. Bentley needs to submit data explaining why they think the previous configuration is worse for emission than the new one. Emissions data or catalyst temperature comparisons are best but see what they have.

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snyder.jim@epa.gov

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 5/17/2012 2:36:47 PM
Subject: RE: Bentley Mulsanne
snyder.jim@epa.gov
William.Rodgers@vw.com
snyder.jim@epa.gov

Good. That makes sense.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/17/2012 07:37 AM
Subject: RE: Bentley Mulsanne

Jim,
I just spoke to Bentley. I think I was successful in persuading them to just present a complete set of new test data instead of burning up valuable hours trying to justifying the comparability of the two vehicles. Thanks for your help.
Bill

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, May 16, 2012 5:14 PM
To: Jim Snyder
Cc: Rodgers, William (EEO)
Subject: Re: Bentley Mulsanne

Bill, was this primarily for EDV or was B hoping to carryover Fuel economy too? I can consider EDV carryover but I think it will be hard to not have a new configuration for FEDV.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US

To: "Rodgers, William" <William.Rodgers@vw.com>
Date: 05/16/2012 05:04 PM
Subject: Bentley Mulsanne

Bill, I was checking the CFR and a coworker pointed to a more recent section with regard to test vehicle selection. 86.1828-01 is more general in the criteria for worse case. Part e and f of 1828 along with 86.1839-01 (carryover) allow for criteria beyond test weight/RLHP/NV to determine worse case. Bentley needs to submit data explaining why they think the previous configuration is worse for emission than the new one. Emissions data or catalyst temperature comparisons are best but see what they have.

Jim Snyder
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Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Kata, Leonard" [Leonard.Kata@vw.com]
Cc: CN=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=DavidA Wright/OU=AA/O=USEPA/C=US@EPA;CN=William Ott/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=DavidA Wright/OU=AA/O=USEPA/C=US@EPA;CN=William Ott/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=DavidA Wright/OU=AA/O=USEPA/C=US@EPA;CN=William Ott/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=DavidA Wright/OU=AA/O=USEPA/C=US@EPA;CN=William Ott/OU=AA/O=USEPA/C=US@EPA[]; N=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=DavidA Wright/OU=AA/O=USEPA/C=US@EPA;CN=William Ott/OU=AA/O=USEPA/C=US@EPA[]; N=DavidA Wright/OU=AA/O=USEPA/C=US@EPA;CN=William Ott/OU=AA/O=USEPA/C=US@EPA[]; N=William Ott/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 5/17/2012 9:14:41 PM
Subject: VW and EPA Meeting - MPI/FSI Fuel Injection System

Len, Please add the above people to your mtg invitation in case they are interested.

This is a web mtg with Germany on their upcoming multipoint/direct injection fuel system on May 30 at 8am.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/5/2012 3:15:44 PM
Subject: Re: VW Group Certification Requests for 3.0L V6 TDI

I already have other VW group cert requests that I working on through. Do you want me to jump to these two instead?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael (EEO)" <michael.giles@vw.com>
Date: 06/05/2012 11:11 AM
Subject: VW Group Certification Requests for 3.0L V6 TDI

Hello Jim,
I have submitted Applications and Certification Requests for the following 3.0L V6 TDI Test Groups:
All required manufacturer confirmatory tests have been completed.
Anything you can do to get these processed this week would be appreciated. Let me know if there are nay questions.

DADXT03.02UG – VW Touareg TDI (LDT3)
DADXT03.03UG – Audi Q7 TDI (LDT4)

Regards,
Bill Rodgers
VWGoA EEO
(248) 754-4219

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/6/2012 7:51:51 PM
Subject: Re: VW Group - Decision Information for Audi A6/A7 3.0L

When can I see the running change letter? Can you tell me what the changes are? Does it have higher FE?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 06/06/2012 02:52 PM
Subject: VW Group - Decision Information for Audi A6/A7 3.0L

Hello Jim,

I have recently submitted decision information requests for 2 vehicles (A6 and A7) for Audi test group DADXJ03.03UF.

Some details:

- These vehicles are FEDV's and will support a running change letter which is on the way.
- The vehicles have stop/start as you should recall. We submitted tests under 4 configurations (see table below)
- Configuration 2 also has aevaporative tests which support a new evaporative family. This new family with "B" suffix is similar to the existing "A" suffix but with a 5 gram bleed canister.
- The vehicles all had high FE and will require mfr. re-tests if they are not selected by EPA.

Vehicle ID: D3UF-CAQ

| Conf. | Model | Stop-Start | Other |
|-------|-------|------------|-------------------------|
| 0 | A6 | Active | |
| 1 | A6 | In-Active | |
| 2 | A6 | Active | * Evap tests for cfg #2 |
| 3 | A6 | In-Active | |

Please contact me if you have any questions about this.

Regards,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/6/2012 8:22:12 PM
Subject: RE: VW Group - Decision Information for Audi A6/A7 3.0L
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com

Thanks for the clarification.

Yes, I thought I had sent you a confirmation earlier regarding the cycles but I guess I hadn't sent it.

Jim Snyder
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snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/06/2012 04:17 PM
Subject: RE: VW Group - Decision Information for Audi A6/A7 3.0L

I will try to get the letter to you by tomorrow morning.

The main difference is that the vehicles now have start/stop. Comparing to MY2012, there is also a new engine code, which likely reflects a software change. I will ask though and forward a more detailed answer.

Regarding fuel economy:

For the A6: Compared to MY 2012, MY 2013 was slightly worse for city, and 1 mpg better on highway.

For the A7: Compared to MY 2012, the MY2013 is slightly worse for both city and highway.

Also, per our recent agreement with Dave Good, we plan to average start / stop results only for the FTP and US06 tests. For the other tests (Hwy, SC03, Cold CO) we will use inactive configurations only for FE because Start-Stop mode has no effect.

Thanks
Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, June 06, 2012 3:52 PM
To: Giles, Michael (EEO)

Subject: Re: VW Group - Decision Information for Audi A6/A7 3.0L

When can I see the running change letter? Can you tell me what the changes are? Does it have higher FE?

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To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 06/06/2012 02:52 PM
Subject: VW Group - Decision Information for Audi A6/A7 3.0L

Hello Jim,

I have recently submitted decision information requests for 2 vehicles (A6 and A7) for Audi test group DADXJ03.03UF.

Some details:

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- The vehicles have stop/start as you should recall. We submitted tests under 4 configurations (see table below)
- Configuration 2 also has aevaporative tests which support a new evaporative family. This new family with "B" suffix is similar to the existing "A" suffix but with a 5 gram bleed canister.
- The vehicles all had high FE and will require mfr. re-tests if they are not selected by EPA.

Vehicle ID: D3UF-CAQ

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|-------|-------|------------|-------------------------|
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| 1 | A6 | In-Active | |
| 2 | A6 | Active | * Evap tests for cfg #2 |
| 3 | A6 | In-Active | |

Please contact me if you have any questions about this.

Regards,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.

3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/11/2012 3:01:14 PM
Subject: RE: VW Group Certification Requests for 3.0L V6 TDI

So far it's looking like a fairly quiet week and there are none in front of them so this week looks likely unless I find some problems.

Jim Snyder
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(734) 214-4946
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From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 06/11/2012 10:19 AM
Subject: RE: VW Group Certification Requests for 3.0L V6 TDI

Hello Jim,

As a follow up, could you advise on the status of the two 3.0L diesel certificates below?

We are being told this is urgent, so any assistance you can provide would be appreciated.

Thanks,
Mike

From: Rodgers, William (EEO)
Sent: Tuesday, June 05, 2012 11:11 AM
To: 'Jim Snyder' (Snyder.Jim@epamail.epa.gov)
Cc: Giles, Michael (EEO)
Subject: VW Group Certification Requests for 3.0L V6 TDI

Hello Jim,
I have submitted Applications and Certification Requests for the following 3.0L V6 TDI Test Groups:
All required manufacturer confirmatory tests have been completed.
Anything you can do to get these processed this week would be appreciated. Let me know if there are any questions.

DADXT03.02UG – VW Touareg TDI (LDT3)
DADXT03.03UG – Audi Q7 TDI (LDT4)

Regards,
Bill Rodgers

VWGoA EEO
(248) 754-4219

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/13/2012 9:34:54 PM
Subject: Re: VW Group - Request for Certificate DVWXV02.0U5N

As of 5:30, The only new request today was DADXV02.03UB .

Jim Snyder
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Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 06/13/2012 03:41 PM
Subject: VW Group - Request for Certificate DVWXV02.0U5N

Hello Jim,

Today we submitted the application and request for certificate for Volkswagen carryover test group DVWXV02.0U5N. This test group is the one featuring the 2.0L TDI without SCR (Jetta, Audi A3, SportWagen).

This test group is carryover but includes two new models introduced as FEDV's (Beetle, Beetle Convertible).

We would like to request that this be high priority for VW group due to sales volume and timing. Please let me know if you have any questions.

Thanks,
Mike

Michael Giles
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Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 6/15/2012 7:21:04 PM
Subject: Re: Verify Question

If the new data was waived and the Part 1 was revised with the new CSI emission data then I think you are done since the certificate is unchanged.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael (EEO)" <michael.giles@vw.com>
Date: 06/15/2012 02:14 PM
Subject: Verify Question

Jim,
I revised the Initial Application for the test group DVWXJ02.03UA to reflect new tests we submitted representing new calibration for Start of Production on the worst case vehicle (Tiguan 4Motion automatic). My question is, do we need a revised Certificate if we already have one based on carryover data from 2012 model year? the Carline already exists on the Certificate and the tests were all waived.

Thanks
Bill Rodgers
Emissions Certification Specialist

VOLKSWAGEN GROUP OF AMERICA, INC.
Engineering and Environmental Office
Auburn Hills, MI
(248) 754-4219
william.rodgers@vw.com

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/19/2012 8:32:41 PM
Subject: Re: VW Group - Decision Info 1.4L Jetta Hybrid

Is this a plug-in hybrid? When will it be available for testing?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 06/19/2012 03:45 PM
Subject: VW Group - Decision Info 1.4L Jetta Hybrid

Hello Jim,

I just submitted a decision request for the new 1.4L Jetta Hybrid (1.4L), for test group DVXXV01.4PHE.

This vehicle has new technology all around (engine, evaporative family, OBD system, ORVR system). Our understanding is that EPA will most likely want to do confirmatory tests.

Please let me know if you have any questions processing this request.

Thanks,
Mike

Michael Giles
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To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/19/2012 8:46:08 PM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com

Are you positive? The cert preview document lists this vehicle and test group as a 1.4L TFSI with plug-in hybrid technology. Did they change it since October?

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snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/19/2012 04:38 PM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

No plug in, I believe it is a standard "HEV" because there is no outside power source other than the fuel.

The available date is September 17th.

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, June 19, 2012 4:33 PM
To: Giles, Michael (EEO)
Cc: Rodgers, William (EEO)
Subject: Re: VW Group - Decision Info 1.4L Jetta Hybrid

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To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/19/2012 9:29:27 PM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com

Is there another EDV car coming? Its a new evap group and I don't see any evap tests submitted.

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To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/19/2012 04:38 PM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

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To: Giles, Michael (EEO)
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Subject: Re: VW Group - Decision Info 1.4L Jetta Hybrid

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To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/20/2012 12:24:21 PM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid
snyder.jim@epa.gov
michael.giles@vw.com
mailto:Snyder.Jim@epamail.epa.gov
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com

On page 2 and page 6 it mentions a 1.4L TFSI plug-in hybrid Jetta. It doesn't specify the test group # on those pages but I see no other on the chart.

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To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 06/20/2012 08:14 AM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

Hi Jim,

I just checked our copy of the MY 2013 pre-certification document, and did not see any mention of plug in (looking at the table of page 10). The vehicle is clearly described a standard HEV in our data set we received.

If you do have a plug in described, can you tell me where so we can resolve or correct if necessary?

Thanks
Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, June 19, 2012 4:46 PM
To: Giles, Michael (EEO)
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

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From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/20/2012 12:32:54 PM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid
[\[mailto:Snyder.Jim@epamail.epa.gov\]](mailto:Snyder.Jim@epamail.epa.gov)
snyder.jim@epa.gov
michael.giles@vw.com
<mailto:Snyder.Jim@epamail.epa.gov>
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com

Okay, I suspected it was something like that but wanted to find out if they were more than one version coming.

What about the evaporative tests? I don't see any. Is there another EDV coming?

Jim Snyder
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snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: "Giles, Michael (EEO)" <michael.giles@vw.com>, Jim Snyder/AA/USEPA/US@EPA
Date: 06/20/2012 08:27 AM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

Sorry for the confusion guys. The Certification Preview cover letter (I created) did describe it as a plug-in hybrid as originally planned, however those plans have been delayed. The 2013 model year vehicle is not a plug in.

Bill Rodgers
Emissions Certification Specialist

VOLKSWAGEN GROUP OF AMERICA, INC.
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william.rodgers@vw.com

From: Giles, Michael (EEO)
Sent: Wednesday, June 20, 2012 8:07 AM
To: Jim Snyder

Cc: Rodgers, William (EEO)
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

Hi Jim,

I just checked our copy of the MY 2013 pre-certification document, and did not see any mention of plug in (looking at the table of page 10). The vehicle is clearly described a standard HEV in our data set we received.

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From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, June 19, 2012 4:46 PM
To: Giles, Michael (EEO)
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

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Date: 06/19/2012 04:38 PM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

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From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, June 19, 2012 4:33 PM
To: Giles, Michael (EEO)
Cc: Rodgers, William (EEO)
Subject: Re: VW Group - Decision Info 1.4L Jetta Hybrid

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Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 06/19/2012 03:45 PM
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United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 6/21/2012 9:49:28 PM
Subject: VW certificate

Joel, VW is re-submitting a certificate after having to change a test number so Verify can do the Litmus test. It hasn't shown up yet so go ahead and approve if it appears friday while i'm out. You can talk to Bill if any questions about it., if it appears.

Jim Snyder
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To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: "Rodgers, William (EEO)" [William.Rodgers@vw.com]; N=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/27/2012 4:06:33 PM
Subject: Re: Beetle Test on Hold

I spoke to Ben Haynes in the lab and he has put it on hold.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 06/27/2012 09:46 AM
Subject: Beetle Test on Hold

Hi Jim,

As we discussed, we will need to reschedule the Beetle test originally set for July 11th. Please cancel this test and we will submit a new ready date in the next day or two, to re-schedule.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 7/2/2012 7:22:23 PM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid
[\[mailto:Snyder.Jim@epamail.epa.gov\]](mailto:Snyder.Jim@epamail.epa.gov)
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com
<mailto:Snyder.Jim@epamail.epa.gov>
snyder.jim@epa.gov
michael.giles@vw.com
<mailto:Snyder.Jim@epamail.epa.gov>
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com

Mike, I haven't heard anything on the scheduling. There are a lot of people on vacation last week and this week. I don't think Ben was in today but I can look into it tomorrow,

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 07/02/2012 02:13 PM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

Hi Jim,

Hope you had a good weekend.

This is just a follow up on the hybrid test date we need. Please let me know the status when you can.

Thanks,
Mike

From: Giles, Michael (EEO)
Sent: Monday, June 25, 2012 3:20 PM
To: 'Jim Snyder'
Cc: Rodgers, William
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

Hi Jim,

Just to follow up, I finally managed to get the supplemental information accepted today for the Jetta Hybrid confirmatory test.

Please advise of the test date at your earliest convenience.

Thanks,
Mike

From: Giles, Michael (EEO)
Sent: Wednesday, June 20, 2012 9:33 AM
To: 'Jim Snyder'
Cc: Rodgers, William
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

Hi Jim,

The decision information for the Jetta Hybrid has been corrected to include the evaporative tests, as well as 3 additional supporting FTP tests.

Sorry about the omission, I was under the idea that the d.i. was relevant only for exhaust tests.

Regards,
Mike

From: Giles, Michael (EEO)
Sent: Wednesday, June 20, 2012 8:56 AM
To: 'Jim Snyder'
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

Jim,

I will input the evaporative tests soon, sorry about the omission.

Regards
Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, June 20, 2012 8:24 AM
To: Giles, Michael (EEO)
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

On page 2 and page 6 it mentions a 1.4L TFSI plug-in hybrid Jetta. It doesn't specify the test group # on those pages but I see no other on the chart.

Jim Snyder
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United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 06/20/2012 08:14 AM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

Hi Jim,

I just checked our copy of the MY 2013 pre-certification document, and did not see any mention of plug in (looking at the table of page 10). The vehicle is clearly described a standard HEV in our data set we received.

If you do have a plug in described, can you tell me where so we can resolve or correct if necessary?

Thanks
Mike

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, June 19, 2012 4:46 PM
To: Giles, Michael (EEO)
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

Are you positive? The cert preview document lists this vehicle and test group as a 1.4L TFSI with plug-in hybrid technology . Did they change it since October?

Jim Snyder
Light-Duty Vehicle Group
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United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/19/2012 04:38 PM
Subject: RE: VW Group - Decision Info 1.4L Jetta Hybrid

No plug in, I believe it is a standard "HEV" because there is no outside power source other than the fuel.

The available date is September 17th.

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, June 19, 2012 4:33 PM
To: Giles, Michael (EEO)

Cc: Rodgers, William (EEO)
Subject: Re: VW Group - Decision Info 1.4L Jetta Hybrid

Is this a plug-in hybrid? When will it be available for testing?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 06/19/2012 03:45 PM
Subject: VW Group - Decision Info 1.4L Jetta Hybrid

Hello Jim,

I just submitted a decision request for the new 1.4L Jetta Hybrid (1.4L), for test group DVXXV01.4PHE.

This vehicle has new technology all around (engine, evaporative family, OBD system, ORVR system). Our understanding is that EPA will most likely want to do confirmatory tests.

Please let me know if you have any questions processing this request.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 8/2/2012 9:56:36 PM
Subject: Re: Confirmatory Tests for D3UJ-DAD/0

Yes, they are there now. Good job.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/02/2012 08:18 AM
Subject: Confirmatory Tests for D3UJ-DAD/0

Hi Jim,
Thanks for the phone message regarding your decision to waive testing for VID: D3UJ-DAD/0, Test group DADX04.03UJ.
As an experiment to solve the issue of missing confirmatory tests in Verify, I was successful in updating the Decision Information file again to now include the following EPA confirmatory tests in the set. Check your system and let me know if you now see all tests.

DADX91001362 - 90
DADX91001363 - 90
DADX91001370 - 21
DADX91001371 - 3

Regards,
Bill Rodgers
Emissions Certification Specialist

VOLKSWAGEN GROUP OF AMERICA, INC.
Engineering and Environmental Office
Auburn Hills, MI
(248) 754-4219
william.rodgers@vw.com

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 8/2/2012 10:27:51 PM
Subject: Re: VW Group - Certificate Request for 2013 Audi Q5 Hybrid

Bill, Was looking at the projected sales in the Part 1. Are these numbers correct? What were the volumes from 2012MY?

2013 MY

Projected Sales by Carline, Test Weight and Transmission Configuration

Ex. 4 - CBI

Jim Snyder
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Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Stephen Healy/AA/USEPA/US@EPA, "Giles, Michael (EEO)" <michael.giles@vw.com>
Date: 07/26/2012 10:58 AM
Subject: VW Group - Certificate Request for 2013 Audi Q5 Hybrid

Hello Jim,

We have submitted a Certificate Request for Audi test group DADXT02.0HUB, Audi Q5 Hybrid. The Initial Application and required manufacturer confirmatory tests have been submitted to Verify. Please review and process a Certificate of Conformity by August 3rd if possible. You can contact me directly if there are any questions about these submissions.

Best regards,

Bill Rodgers
Emissions Certification Specialist

VOLKSWAGEN GROUP OF AMERICA, INC.
Engineering and Environmental Office
Auburn Hills, MI
(248) 754-4219
william.rodgers@vw.com

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: "Giles, Michael (EEO)" [michael.giles@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 8/10/2012 9:25:10 PM
Subject: Re: EPA Confirmatory Test CO2 Bag Data

Yes that is true. I also checked some recent tests and saw the bag data there.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael (EEO)" <michael.giles@vw.com>
Date: 08/10/2012 11:02 AM
Subject: EPA Confirmatory Test CO2 Bag Data

Hello Jim,
Can you confirm if CO2 bag data will now be included in the Verify generated XML test reports for confirmatory tests conducted at EPA. It's currently required by manufacturers to input this data in Verify for Manufacturer performed tests but last EPA test reports we pulled from May did not include the CO2 bag data. We need the data to calculating 5-cycle fuel economy labels when confirmatory tests apply.

Thanks,
Bill Rodgers
VWGoA EEO
(248) 754-4219

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 8/10/2012 10:14:56 PM
Subject: Bentley cert

Bill, the filing fee appeared today for the Bentley but I haven't looked at it much yet. Any rush or can it wait to later next week?

Jim Snyder
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(734) 214-4946
snyder.jim@epa.gov

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 8/21/2012 3:38:55 PM
Subject: Re: FW: Confirmatory Test Waived (BY77623/13 / 1)

I didn't realize there was a fourth config. It rolled off the page onto page 2.

Jim Snyder
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(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/21/2012 11:30 AM
Subject: FW: Confirmatory Test Waived (BY77623/13 / 1)

Hello Jim,

We waivers for 3 of the 4 configurations here (thank you)! Can you confirm status for configuration #3?

Thanks,
Mike

-----Original Message-----

From: no-reply@epa.gov [mailto:no-reply@epa.gov]
Sent: Tuesday, August 21, 2012 11:12 AM
To: Rodgers, William (EEO); Giles, Michael (EEO); Hart, Robert (VWoA); Thomas, Richard (EEO); VWoA EEO Government
Subject: Confirmatory Test Waived (BY77623/13 / 1)

The following is a courtesy copy of status message for a Verify submission. Any references made to links refer to links which will appear in the CDX Inbox message.

Confirmatory Test for the following Vehicle has been Waived:

Manufacturer: BEX
Vehicle ID: BY77623/13
Vehicle Configuration: 1

The Verify submission this message relates to has the following values:

Vehicle ID: BY77623/13

Vehicle Configuration #: 1

Test Group Name: DBEXV06.04UC

The following transaction identifier has been assigned to this request:

_4f93cd18-f551-4a99-8e45-ed343d011a56

Please do not reply to this message.

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: "Giles, Michael" [michael.giles@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 8/24/2012 2:59:46 PM
Subject: RE: VW Group - 2013 FFV Test Group Certification Request - DADXJ02.0FUB

Bill, I talked to Mike about this but here's the story. Even though it is a Conditional Cert, I don't think I can include the Q5 on the certificate until you have at least submitted data on the Q5 since it will be the new EDV. The Conditional provision is only intended for vehicles pending a confirmatory test. I will deny the cert request and you can re-submit it without the Q5.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael (EEO)" <michael.giles@vw.com>
Date: 08/23/2012 09:50 AM
Subject: RE: VW Group - 2013 FFV Test Group Certification Request - DADXJ02.0FUB

Hi Jim,
I should clarify that I have described Audi Q5 in this Application but have not yet submitted E85 test data for the model. We anticipate data in the coming weeks, at which time you had mentioned possibly selecting it for EVAP confirmatory testing to coincide with the already selected A5 Cabrio EVAP confirmatory tests from this test group.
Considering that the certificate would be conditional with or without Q5 included, I propose the Certificate be issued as requested (with Q5) to allow vehicles to be Labeled and shipped immediately IF we receive a test waiver from you for the E85 exhaust tests.

Sorry for the confusion.
Bill

From: Rodgers, William (EEO)
Sent: Wednesday, August 22, 2012 3:44 PM
To: 'Jim Snyder' (Snyder.Jim@epamail.epa.gov)
Cc: Giles, Michael; Thomas, Richard (EEO); Kata, Leonard (EEO)
Subject: VW Group - 2013 FFV Test Group Certification Request - DADXJ02.0FUB

Hello Jim,
I have submitted the Initial Application and confirmatory test Decision Information for the following 2013 Audi flex-fuel Test Group/Evaporative Family. All tests have been submitted including manufacturer confirmatory tests. This test group was recently selected for EPA confirmatory EVAP testing.

As previously discussed, this flex-fuel test group uses carry across gasoline test data from the test group DADXV02.03UB which has been verified to have identical engine and transmission programming for gasoline operation.

We are requesting a conditional certificate be issue as soon as possible due to a very tight port release deadline as early as August 31st.

Test Group: DADXJ02.0FUB
Evap. Family: DADXR0140B8F

Regards,
Bill Rodgers
VWGoA EEO
(248) 754-4219

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]; N=Ben Haynes/OU=AA/O=USEPA/C=US@EPA[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 9/11/2012 9:52:09 PM
Subject: Re: VW Group - EVAP Test Schedule

Ben, have you seen the test request for vehicle DFUB-BAQ on your side?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael (EEO)" <michael.giles@vw.com>
Date: 09/11/2012 09:27 AM
Subject: VW Group - EVAP Test Schedule

Hello Jim,
We would like to request that the Audi A5 Cabriolet, VID: DFUB-BAQ, selected for Evap testing be scheduled for delivery to EPA on October 29 with testing on October 31.

I am also getting ready to submit new test data for an Audi A8 with 3.0l TDI diesel and stop-start. This will be requested for the week prior (Oct 22nd.) if selected for testing.
Let me know if this A5 schedule works for you.

Bill Rodgers
VWGoA EEO
(248) 754-4219

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 9/11/2012 11:44:41 PM
Subject: Re: VW Group - Confirmatory test decision information for VID DFUB-Q5A

Bill, I was looking over the running change Certificate request on Test Group DADXJ02.0FUB and noticed it wasn't a conditional. Since its a running change on a conditional certificate I think it has to be a conditional too.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael (EEO)" <michael.giles@vw.com>
Date: 09/05/2012 10:47 AM
Subject: VW Group - Confirmatory test decision information for VID DFUB-Q5A

Hello Jim,
Just a heads up that we submitted E85 exhaust tests and Decision Information for the VID: DFUB-Q5A (Audi Q5 2.0L FFV). A running change to add this vehicle as the new EDV for this test group is forthcoming. Please let us know as soon as possible if you intent to confirm these tests.

PS - We will be submitting additional Audi Q5 3.0L stop-start test data, including Evap. tests, for another test group in the next day. You had expressed interest in confirming the Evap. tests and scheduling it with the recently selected Evap. tests for VID: DFUB-BAQ (Audi A5 Cabriolet).

Regards,
Bill Rodgers
VWGoA EEO
(248) 754-4219

To: "Rodgers, William (EEO)" [William.Rodgers@vw.com]; Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 9/12/2012 12:37:04 PM
Subject: Re: VW Group - EVAP Test Schedule

Bill, Ben said he hasn't seen the test request for this vehicle. 10/31 sounds okay as a test date but you have to submit all the supplemental info along with the test date before Ben will see and schedule it.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William (EEO)" <William.Rodgers@vw.com>, Ben Haynes/AA/USEPA/US@EPA
Date: 09/11/2012 05:52 PM
Subject: Re: VW Group - EVAP Test Schedule

Ben, have you seen the test request for vehicle DFUB-BAQ on your side?

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael (EEO)" <michael.giles@vw.com>
Date: 09/11/2012 09:27 AM
Subject: VW Group - EVAP Test Schedule

Hello Jim,
We would like to request that the Audi A5 Cabriolet, VID: DFUB-BAQ, selected for Evap testing be scheduled for delivery to EPA on October 29 with testing on October 31.

I am also getting ready to submit new test data for an Audi A8 with 3.0l TDI diesel and stop-start. This will be requested for the week prior (Oct 22nd.) if selected for testing.

Let me know if this A5 schedule works for you.

Bill Rodgers
VWGoA EEO
(248) 754-4219

To: "Kata, Leonard (EEO)" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 9/12/2012 3:37:48 PM
Subject: Re: Audi Meeting with EPA - Proposal

Hi Len , I got your note yesterday. I'm just thinking about who to invite since you mentioned Tier 3. We usually try to limit mtgs to 2 hours. I rather push them into condensing their discussion down to that.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rech, Lothar (I/EA-523)" <Lothar.Rech@AUDI.DE>, "Rist, Domenic (I/EA-523)" <Domenic.Rist@audi.de>, "Schmidt, Oliver (EEO)" <Oliver.Schmidt@vw.com>
Date: 09/11/2012 04:27 PM
Subject: Audi Meeting with EPA - Proposal

Hello Jim:

I wrote to you earlier today to request a meeting with some VWAG colleagues toward the end of next week. I hope that we can work that out. I am writing again to ask for an additional meeting at the end of October. In this case it would be with our colleagues from Audi AG

We propose a meeting at one of the following times:

- Monday, October 29 2012; afternoon
- Tuesday, October 30, 2012; morning

We would appreciate a three-hour time slot. Proposed discussion topics include:

- Field Survey for Idle Start Stop
- Idle Start / Stop – 2nd Generation
- Idle Start / Stop with Default on vs. Last Mode
- Drive Select Mode
- Tier 3 Credit Calculation
- SFTP II for Interim Tier 3
- FFV usage factor for MY 2017 (x % Ethanol = E85 driving)
- Label Calculation

Please let me know if you, and other EPA staff that you think should be involved, are available.

Best regards,

Len

Leonard W. Kata
Senior Manager
Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: "Kata, Leonard (EEO)" [Leonard.Kata@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 9/12/2012 8:31:25 PM
Subject: RE: Audi Meeting with EPA - Proposal

Len, I confirmed with Linc that we (our division) don't want to discuss Tier 3 topics. You need to take that up with the rulemaking guys in the ASD division. Mike Olechiw is the guy to call at 214-4297. Can you elaborate on the FFV usage and Label Calculation? I may need to bring Rob French and Bob Peavyhouse in depending on what they want to talk about.

Jim Snyder
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United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 09/12/2012 01:05 PM
Subject: RE: Audi Meeting with EPA - Proposal

Hello Jim:

I will let my Audi colleagues know about the time limit. Otherwise I will wait to hear which date works best for you.

Thanks,

Len

Leonard W. Kata
Senior Manager
Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, September 12, 2012 11:38 AM
To: Kata, Leonard (EEO)

Subject: Re: Audi Meeting with EPA - Proposal

Hi Len , I got your note yesterday. I'm just thinking about who to invite since you mentioned Tier 3. We usually try to limit mtgs to 2 hours. I rather push them into condensing their discussion down to that.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Kata, Leonard (EEO)" <Leonard.Kata@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rech, Lothar (I/EA-523)" <Lothar.Rech@AUDI.DE>, "Rist, Domenic (I/EA-523)" <Domenic.Rist@audi.de>, "Schmidt, Oliver (EEO)" <Oliver.Schmidt@vw.com>
Date: 09/11/2012 04:27 PM
Subject: Audi Meeting with EPA - Proposal

Hello Jim:

I wrote to you earlier today to request a meeting with some VWAG colleagues toward the end of next week. I hope that we can work that out. I am writing again to ask for an additional meeting at the end of October. In this case it would be with our colleagues from Audi AG

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- Idle Start / Stop – 2nd Generation
- Idle Start / Stop with Default on vs. Last Mode
- Drive Select Mode
- Tier 3 Credit Calculation
- SFTP II for Interim Tier 3
- FFV usage factor for MY 2017 (x % Ethanol = E85 driving)
- Label Calculation

Please let me know if you, and other EPA staff that you think should be involved, are available.

Best regards,

Len

Leonard W. Kata
Senior Manager
Emission Regulations and Certification
Engineering and Environmental Office
Volkswagen Group of America, Inc.
Phone: (248) 754-4204
Cell: (248) 797-3886
E-Mail: leonard.kata@vw.com

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 9/13/2012 12:43:14 PM
Subject: Re: VW Group - Bentley Application Submitted DBEXV06.04UC

Hasn't shown up yet.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 09/13/2012 08:29 AM
Subject: VW Group - Bentley Application Submitted DBEXV06.04UC

Hello Jim,

I have submitted the application for new Bentley test group DBEXV06.04UC, which is for the continental GT/GTC carlines. This new test group is a carry-over (across) from currently certified test group DBEXV06.0501, which has the same evaporative family.

The changes for this new test group consist of an 8 speed transmission and a new engine controller.

Note – I have submitted both the applications and the certificate request, but have not received confirmation from VERIFY – please advise if you do not have either of these soon. As we discussed yesterday, timing is tight for us on this so as always we would appreciate your quick response.

Regards
Mike
Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Giles, Michael (EEO)" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 9/13/2012 11:15:37 PM
Subject: RE: VW Group - Bentley Application Submitted DBEXV06.04UC
[\[mailto:Snyder.Jim@epamail.epa.gov\]](mailto:Snyder.Jim@epamail.epa.gov)
snyder.jim@epa.gov
michael.giles@vw.com
William.Rodgers@vw.com

The cert request is in verify. I glanced at it and found that the fee payment hasn't shown up yet. Shows VW sent it 8/31.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 09/13/2012 10:36 AM
Subject: RE: VW Group - Bentley Application Submitted DBEXV06.04UC

I now have a report that the certificate request was accepted.

From: Giles, Michael (EEO)
Sent: Thursday, September 13, 2012 9:15 AM
To: 'Jim Snyder'
Subject: RE: VW Group - Bentley Application Submitted DBEXV06.04UC

Hi Jim,

I see that the pdf's were finally accepted. I am hoping that the cert request report comes back soon.

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, September 13, 2012 8:43 AM
To: Giles, Michael (EEO)
Subject: Re: VW Group - Bentley Application Submitted DBEXV06.04UC

Hasn't shown up yet.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946

snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William (EEO)" <William.Rodgers@vw.com>
Date: 09/13/2012 08:29 AM
Subject: VW Group - Bentley Application Submitted DBEXV06.04UC

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Regards
Mike
Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Wright.DavidA@epamail.epa.gov;Dalton.Joel@epamail.epa.gov;Leonard.Kata@vw.com[]; alton.Joel@epamail.epa.gov;Leonard.Kata@vw.com[]; eonard.Kata@vw.com[]
Cc: []
Bcc: []
From: Snyder.Jim@epamail.epa.gov
Sent: Mon 9/17/2012 2:57:34 PM
Subject: Volkswagen Meeting w/EPA -evap emission testing for future advanced technology vehicles


Len there is a slight chance that I won't be back by thursday for this mtg but I will be in Friday. In case there is a change, Dave's number is 214-4467 and Len's number is 248-754-4204.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Giles, Michael (EEO)" [michael.giles@ww.com]
Cc: CN=DavidA Wright/OU=AA/O=USEPA/C=US@EPA;"Peter, Juergen (EASZ/1)" [juergen.peter@volkswagen.de]; Peter, Juergen (EASZ/1)" [juergen.peter@volkswagen.de]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 9/27/2012 4:56:00 PM
Subject: Jetta hybrid results
[2013 jetta hybrid results.pdf](#)

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

02125

| NVFEL Laboratory Test Data | | | | | | | CVS |
|--|---------------------|---------------------|----------------------------|----------------------|----------------------|-------------------------|----------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2012-0257-012 | | | Vehicle ID: 361 730 136/13 | | | | |
| <div style="display: flex; justify-content: space-between;"> <div style="width: 15%;">  </div> <div style="width: 45%;"> Test Information Test Date: 9/26/2012 Key Start / Hot Soak: 08:03:39 / 09:53 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 21.04 Fed Fuel 2-day Exhaust (CAN LOAD) Calculation Method: Gasoline Pretest Remarks: </div> <div style="width: 40%;"> MFR Name: VOLKSWAGEN MFR Codes: 590 VWX Config #: 00 Transmission: AUTO Shift Schedule: A09980005 Beginning Odometer: 009468.0 KM Drive Schedule: ftp4bag Soak Period: 20.2 hours </div> </div> | | | | | | | |
| Bag Data | | | | | | | |
| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> | |
| Phase 1 | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Sample | 6.005 | 19.678 | 0.805 | 0.809 | 2.445 | | |
| Ambient | 3.025 | 0.381 | 0.017 | 0.047 | 2.128 | | |
| Net Concentration | 3.164 | 19.320 | 0.789 | 0.765 | 0.445 | 2.675 | |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | 3.067 | 1.963 | 0.008 | 0.298 | 2.124 | | |
| Ambient | 2.911 | 0.398 | 0.017 | 0.046 | 2.104 | | |
| Net Concentration | 0.221 | 1.574 | -0.009 | 0.253 | 0.067 | 0.147 | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | 3.352 | 11.617 | 0.184 | 0.713 | 2.296 | | |
| Ambient | 2.887 | 0.521 | 0.016 | 0.045 | 2.103 | | |
| Net Concentration | 0.619 | 11.124 | 0.169 | 0.670 | 0.304 | 0.285 | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | 2.981 | 1.525 | 0.015 | 0.279 | 2.126 | | |
| Ambient | 2.872 | 0.564 | 0.008 | 0.045 | 2.109 | | |
| Net Concentration | 0.169 | 0.973 | 0.007 | 0.234 | 0.060 | 0.103 | |
| Remarks: | | | | | | | |
| Results | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> | <u>Vol MPG</u> |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.030 | 0.366 | 0.022 | 227.8 | 0.005 | 0.025 / 0.026 | 39.169 |
| Phase 2 | 0.003 | 0.047 | 0.000 | 119.8 | 0.001 | 0.002 / 0.002 | 74.610 |
| Phase 3 | 0.006 | 0.210 | 0.005 | 198.6 | 0.003 | 0.003 / 0.003 | 44.978 |
| Phase 4 | 0.003 | 0.029 | 0.000 | 110.4 | 0.001 | 0.002 / 0.002 | 80.995 |
| | | | | | | (NMOG=1.04xNMHC) | |
| Weighted | 0.00921 | 0.15246 | 0.00603 | 160.978 | 0.00247 | 0.0069 / 0.0071 | |
| Fuel Economy | <u>Gasoline MPG</u> | | | | <u>Dyno Settings</u> | <u>Dyno #:</u> | |
| Phase 1 | 39.08 | | | | | D002 | |
| Phase 2 | 74.44 | | | | | Inertia: 3625 | |
| Phase 3 | 44.88 | | | | | EPA Set Co A: 7.3499999 | |
| Phase 4 | 80.81 | <u>1% SOC Limit</u> | <u>Act SOC A-hr</u> | <u>Sys Nom Volts</u> | <u>Charge State</u> | EPA Set Co B: 0.0141 | |
| | | 0.4107 | 0.022 | 220.0 | Pass | EPA Set Co C: 0.01545 | |
| Weighted | 55.36 | | | | | Emiss-Bench: D002 | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2012-0257-012

Vehicle ID: 361 730 136/13

Results



| | <u>HC-FID</u> (grams) | <u>CO</u> (grams) | <u>NOx</u> (grams) | <u>CO2</u> (grams) | <u>CH4</u> (grams) | <u>NMHC</u> (grams) | <u>Meth Response</u> |
|---------|--------------------------|----------------------|-----------------------|-----------------------|-----------------------|------------------------|----------------------|
| Phase 1 | 0.106 | 1.311 | 0.080 | 815.6 | 0.017 | 0.090 | 1.098 |
| Phase 2 | 0.013 | 0.183 | 0.000 | 462.7 | 0.004 | 0.008 | |
| Phase 3 | 0.021 | 0.754 | 0.017 | 713.5 | 0.012 | 0.010 | |
| Phase 4 | 0.010 | 0.113 | 0.001 | 427.9 | 0.004 | 0.006 | |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|-------------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 28.96 | 28.96 | 28.96 | 28.96 |
| Avg Cell Temp (degF) | 75.17 | 75.15 | 75.23 | 75.11 |
| Dew Point (degF) | 49.43 | 49.34 | 49.43 | 49.43 |
| Specific Humidity (grains/lbm) | 54.17 | 53.98 | 54.17 | 54.17 |
| NOx Corr Factor | 0.9108 | 0.9101 | 0.9108 | 0.9108 |
| CO2 Dilution Factor | 16.515 | 44.909 | 18.746 | 48.01 |
| CFV Vmix (scf @68F) | 2057.95 | 3524.63 | 2054.63 | 3523.71 |
| CVS Flow Rate Avg (scfm) | 242.97 | 240.29 | 242.86 | 242.99 |
| Fan Placement: One Fan - Up - Front | | | | |
| Phase Time (secs) | 508.21 | 870.10 | 507.60 | 870.10 |
| Distance (miles) | 3.581 | 3.861 | 3.593 | 3.875 |
| Bag Analysis Time (secs) | 74.9 | 87.7 | 74.5 | 75.6 |

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> |
|-------------------|-----------|-----------|------------|------------|-------------|-------------------|
| 1E+07 | 0.007 | 0.178 | 0.0061 | 155 | 0 | 0.0046 |

Odometer
9082 K

MPG
57.2


MPG is 3.33 % higher than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline

QERT

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|--|---------------------------------|---------------------|----------------------|-------------------------|-----------------------|----------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2012-0257-011 | | Vehicle ID: 361 730 136/13 | | | | | |
|  Test Information | Test Date: 9/26/2012 | MFR Name VOLKSWAGEN | | | | | |
| | Key Start: 09:50:26 | MFR Codes: 590 VWX | | | | | |
| | Fuel Container ID: F00023 | Config #: 00 | | | | | |
| | Fuel Type: 61 Tier 2 Cert Test Fuel | Transmission: AUTO | | | | | |
| | Test Procedure: 03 HWFET (hwfetprep_hwfet) | Shift Schedule: A09980011 | | | | | |
| | Calculation Method: Gasoline | Beginning Odometer: 009492.0 KM | | | | | |
| | Pretest Remarks: ODO in kilometers | Drive Schedule: hwfet_hwfet | | | | | |
| <hr/> | | | | | | | |
| Baq Data | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> | |
| Phase 1 | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) | |
| Sample | 3.097 | 12.737 | 0.034 | 0.926 | 2.017 | | |
| Ambient | 3.071 | 1.194 | 0.024 | 0.047 | 2.121 | | |
| Net Concentration | 0.238 | 11.626 | 0.012 | 0.882 | 0.042 | 0.191 | |
| Remarks: | | | | | | | |
| Phase 2 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 3 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Phase 4 | | | | | | | |
| Sample | | | | | | | |
| Ambient | | | | | | | |
| Net Concentration | | | | | | | |
| Remarks: | | | | | | | |
| Results | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> | <u>Vol MPG</u> |
| | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| Phase 1 | 0.001 | 0.115 | 0.000 | 136.8 | 0.000 | 0.001 / 0.001 | 65.327 |
| (NMOG=1.04xNMHC) | | | | | | | |
| Fuel Economy | <u>Gasoline MPG</u> | <u>Coastdown secs:</u> | 23.66 | <u>Dyno Settings</u> | Dyno #: D002 | | |
| Phase 1 | 65.18 | | 23.68 | | Inertia: 3625 | | |
| | | | 23.73 | | EPA Set Co A: 7.3499999 | | |
| | | <u>1% SOC Limit</u> | <u>Act SOC A-hr</u> | <u>Sys Nom Volts</u> | <u>Charge State</u> | EPA Set Co B: 0.0141 | |
| | | 0.2408 | 0.1246 | 220.0 | Pass | EPA Set Co C: 0.01545 | |
| | | | | 23.69 | | Emiss-Bench: D002 | |
| v120518 - d002 EPAVDAEm120926092129 Page 1 of 2 Print Time 26-Sep-2012 15:27 | | | | | | | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2012-0257-011

Vehicle ID: 361 730 136/13

| Results | HC-FID | CO | NOx | CO2 | CH4 | NMHC | Meth Response |
|---------|---------|---------|---------|---------|---------|---------|---------------|
| | (grams) | (grams) | (grams) | (grams) | (grams) | (grams) | |
| Phase 1 | 0.012 | 1.179 | 0.002 | 1405.4 | 0.002 | 0.010 | 1.098 |



Test Conditions

| | Phase 1 | Phase 2 | Phase 3 | Phase 4 |
|--------------------------------|---------|---------|---------|---------|
| Barometer (inHg) | 28.97 | | | |
| Avg Cell Temp (degF) | 75.17 | | | |
| Dew Point (degF) | 49.43 | | | |
| Specific Humidity (grains/lbm) | 54.13 | | | |
| NOx Corr Factor | 0.9107 | | | |
| CO2 Dilution Factor | 14.451 | | | |
| CFV Vmix (scf @68F) | 3075.25 | | | |

CVS Flow Rate Avg (scfm) 241.20

Fan Placement: One Fan - Up - Front

| | |
|--------------------------|--------|
| Phase Time (secs) | 765.01 |
| Distance (miles) | 10.275 |
| Bag Analysis Time (secs) | 75.0 |

MFR Test Results

for Procedure 3 HWFE

| MFR Number | HC | CO | NOx | CO2 | NMOG | NonMeth HC |
|------------|--------|-------|--------|-----|------|------------|
| 1E+07 | 0.0016 | 0.141 | 0.0077 | 134 | 0 | 0.001 |

Odometer
9106 K

MPG
66.2


MPG is 1.57 % higher than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21

Fuel: 61 Tier 2 Cert Gasoline

CERT

| NVFEL Laboratory Test Data | | | | | | | CVS |
|---|---|---------------------|-------------------------------------|----------------------------|----------------------|---------------------|-------------------------------------|
| Final Laboratory Test Results- Refer to VERIFY Reports for Official Data | | | | | | | |
| Test Number: 2012-0257-013 | | | | Vehicle ID: 361 730 136/13 | | | |
|  | Test Information | | | | | | |
| | Test Date: 9/26/2012 | | | MFR Name: VOLKSWAGEN | | | |
| | Key Start: 10:38:19 | | | MFR Codes: 590 VWX | | | |
| | Fuel Container ID: F00023 | | | Config #: 00 | | | |
| | Fuel Type: 61 Tier 2 Cert Test Fuel | | | Transmission: AUTO | | | |
| | Test Procedure: 89 us062bag (us06warmup_2bagus06) | | | Shift Schedule: A09980041 | | | |
| Calculation Method: Gasoline | | | Beginning Odometer: 009533.0 KM | | | | |
| Pretest Remarks: odo in kilometers | | | Drive Schedule: us06warmup_2bagus06 | | | | |
| | | | | | | | |
| Bag Data | | | | | | | |
| | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NonMeth HC</u> |
| | | (ppmC) | (ppm) | (ppm) | (%) | (ppm) | (ppmC) |
| Phase 1 | Sample | 3.340 | 20.247 | 1.838 | 0.886 | 2.122 | |
| | Ambient | 2.946 | 0.512 | 0.006 | 0.046 | 2.084 | |
| | Net Concentration | 0.589 | 19.769 | 1.832 | 0.842 | 0.175 | 0.396 |
| | Remarks: | | | | | | |
| Phase 2 | Sample | 3.599 | 76.308 | 0.503 | 0.983 | 2.257 | |
| | Ambient | 2.875 | 0.561 | 0.015 | 0.046 | 2.086 | |
| | Net Concentration | 0.936 | 75.788 | 0.488 | 0.940 | 0.325 | 0.579 |
| | Remarks: | | | | | | |
| Phase 3 | Sample | | | | | | |
| | Ambient | | | | | | |
| | Net Concentration | | | | | | |
| | Remarks: | | | | | | |
| Phase 4 | Sample | | | | | | |
| | Ambient | | | | | | |
| | Net Concentration | | | | | | |
| | Remarks: | | | | | | |
| Results | | | | | | | |
| | | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC / NMOG</u> |
| | | (gpm) | (gpm) | (gpm) | (gpm) | (gpm) | (mpg) |
| | Phase 1 | 0.008 | 0.543 | 0.075 | 363.9 | 0.003 | 0.005 / 0.006 |
| | Phase 2 | 0.006 | 0.914 | 0.009 | 178.1 | 0.002 | 0.003 / 0.004 |
| | Composite | 0.00613 | 0.83125 | 0.02364 | 219.496 | 0.00236 | (NMOG=1.04xNMHC) 0.0039 / 0.0040 |
| Fuel Economy | | | | | | | |
| | | <u>Gasoline MPG</u> | <u>Dyno Settings</u> | | | | |
| | Phase 1 | 24.47 | Dyno #: D002 | | | | |
| | Phase 2 | 49.73 | Inertia: 3625 | | | | |
| | | | EPA Set Co A: 7.3499999 | | | | |
| | | | EPA Set Co B: 0.0141 | | | | |
| | | | EPA Set Co C: 0.01545 | | | | |
| | | | <u>1% SOC Limit</u> | <u>Act SOC A-hr</u> | <u>Sys Nom Volts</u> | <u>Charge State</u> | |
| | | | 0.3026 | -0.1143 | 220.0 | Pass | |
| | Composite | 40.52 | Emiss-Bench: D002 | | | | |

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2012-0257-013

Vehicle ID: 361 730 136/13

Results



| | <u>HC-FID</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>CH4</u> | <u>NMHC</u> | <u>Meth Response</u> |
|---------|---------------|-----------|------------|------------|------------|-------------|----------------------|
| | (grams) | (grams) | (grams) | (grams) | (grams) | (grams) | |
| Phase 1 | 0.014 | 0.974 | 0.135 | 652.3 | 0.005 | 0.010 | 1.098 |
| Phase 2 | 0.035 | 5.708 | 0.055 | 1112.3 | 0.014 | 0.022 | |

Test Conditions

| | <u>Phase 1</u> | <u>Phase 2</u> | <u>Phase 3</u> | <u>Phase 4</u> |
|--------------------------------|----------------|----------------|----------------|----------------|
| Barometer (inHg) | 28.99 | 28.99 | | |
| Avg Cell Temp (degF) | 74.88 | 75.49 | | |
| Dew Point (degF) | 49.33 | 49.43 | | |
| Specific Humidity (grains/lbm) | 53.90 | 54.11 | | |
| NOx Corr Factor | 0.9098 | 0.9106 | | |
| CO2 Dilution Factor | 15.090 | 13.526 | | |
| CFV Vmix (scf @68F) | 1494.68 | 2284.53 | | |

CVS Flow Rate Avg (scfm) 376.34 375.54

Fan Placement: USO6 Only - One Large Fan - Up - Front

| | | | |
|--------------------------|--------|--------|--------|
| Phase Time (secs) | 130.10 | 365.00 | 108.20 |
| Distance (miles) | 1.793 | 6.247 | |
| Bag Analysis Time (secs) | 79.7 | 265.0 | |

MFR Test Results

for Procedure 90 US06

| <u>MFR Number</u> | <u>HC</u> | <u>CO</u> | <u>NOx</u> | <u>CO2</u> | <u>NMOG</u> | <u>NonMeth HC</u> |
|-------------------|-----------|-----------|------------|------------|-------------|-------------------|
| 1E+07 | 0.0015 | 0.009 | 0.034 | 201 | 0 | 0.0007 |

Odometer MPG PM
9143 K 44.2 0.002
MPG is 9.09 % higher than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21
Fuel: 61 Tier 2 Cert Gasoline

To: "Giles, Michael (EEO)" [michael.giles@vw.com]; N=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rhodes, Brian (EEO)" [Brian.Rhodes@vw.com]; Peter, Juergen (EASZ/1)" [juergen.peter@volkswagen.de]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Rodgers, William (EEO)" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 10/15/2012 9:03:34 PM
Subject: RE: VW Group - Jetta Hybrid Release requested
Snyder.Jim@epamail.epa.gov
Wright.DavidA@epamail.epa.gov
Mazaitis.Vincent@epamail.epa.gov
Richard.Thomas@vw.com

Mike, I signed off the vehicle and told Ben Haynes that VW is planning to pick it up tomorrow.

Jim Snyder
Light-Duty Vehicle Group
Compliance Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael (EEO)" <michael.giles@vw.com>
To: "Rhodes, Brian (EEO)" <Brian.Rhodes@vw.com>
Cc: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>, "Rodgers, William (EEO)" <William.Rodgers@vw.com>, Jim Snyder/AA/USEPA/US@EPA, "Peter, Juergen (EASZ/1)" <juergen.peter@volkswagen.de>
Date: 10/15/2012 03:49 PM
Subject: RE: VW Group - Jetta Hybrid Release requested

Hello Brian,

I talked to Jim Snyder and he is in the process of releasing the Jetta Hybrid. As we discussed, please pick it up tomorrow.

Hello Juergen:
I will send you the connector from the vehicle tomorrow by Fedex. Please let me know if you need 24 hour delivery.

Regards,
Mike

From: Giles, Michael (EEO)
Sent: Monday, October 15, 2012 1:03 PM
To: Rhodes, Brian (EEO)
Cc: Thomas, Richard (EEO) (Richard.Thomas@vw.com)
Subject: FW: VW Group - HJetta Hybrid Release requested

Brian –

We will let you know when we get the ok.

From: Giles, Michael (EEO)
Sent: Monday, October 15, 2012 1:02 PM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov); DavidA Wright (Wright.DavidA@epamail.epa.gov); Vincent Mazaitis (Mazaitis.Vincent@epamail.epa.gov)
Cc: Thomas, Richard (EEO) (Richard.Thomas@vw.com)
Subject: VW Group - HJetta Hybrid Release requested

Hello Jim, David and Vince,

Just to follow up on voice messages that Richard and I have left - We are requesting that the Jetta Hybrid be released.

We would like to try and pick it up this afternoon if possible. Please let us know the outcome at your earliest convenience.

Thanks,
Mike
Michael Giles
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United States of America
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